

**10 PAGES OF GREAT HOT ROD HOW-TO STORIES!**

# Scale Auto

February  
2016



Rod Maskiw's  
Pro Touring Trans Am - p.36

**KITBASH A 1969 FIREBIRD**

THE WORLD'S MOST POPULAR MODEL CAR MAGAZINE

## **HOT ROD SPECIAL!**

# 38

**Building tips & styling hints by Tim Boyd**



Highboy  
1936 Ford  
PAGE 18

1929 Model A  
PAGE 14

**PLUS**

**Moebius 1969 F-100 by Clay Kemp p.32**

**One Great Model: 1961 Chevy Impala p.30**

**Toledo Nationals show coverage p.24**

**BONUS  
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CONTENT  
CODE  
PAGE 3**

Vol. 37 • Issue 5



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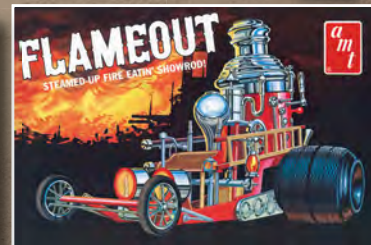
AMT976 - GEORGE BARRIS SURF WOODY  
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HL122 - 1934 FORD RAT ROD  
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AMT983 - CAR CULTURE '57 CHEVY (WHITE)  
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AMT934 - FLAMEOUT SHOW ROD  
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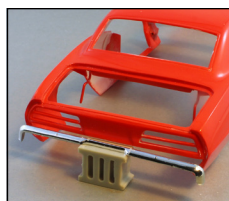
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## What does the future hold?

What is the future of the model-car hobby? And for that matter, what's the future of "building" hobbies in general – where the point is to create a finished product from a kit or raw materials?

I've seen and read a fair amount of discussion about this, and one view is that we are on the precipice of another Golden Age of car modeling – a renaissance time for the hobby.

The rationale behind that view seems to be that because so many Baby Boomers are at or near retirement age, they will have much more time to build car models. More time to build means a larger market for new-kit sales, and thus a healthier hobby.

The other side of that coin, though, is that if many potential modelers are retiring, aren't they also headed toward having fixed income, where kit-buying may not be part of the budget?

And how many times have we heard longtime modelers say, "oh, I don't worry about getting older. I already have more than enough kits"? How many modelers do you know who have at least 100 kits stashed away? 200? 300?

There's nothing wrong with having a basement full of kits. Buying all those kits helped the manufacturers stay afloat back in the day. But they will still need to sell kits in 2018 and 2022. Who's going to buy those kits?

One prominent modeler told me years ago that modelers were like dinosaurs: doomed to extinction by factors outside of our control. He thought we should just appreciate the time we have left, and not worry too much about the future.

I know some kitmakers and magazine editors who would take issue with that, just a little bit.

But as I travel around the country attending shows, there are a couple of trends that *do* make me wonder where all this is headed.

### What is the future of the model-car hobby?

Our group is aging, and we don't have much young blood coming up behind us, aside from second- or third-generation modelers. And before you say "instant gratification" and blame video games, look at how much differently we *all* live our lives,

compared to when we were kids. Cars – and by extension, car models – have a different priority in today's world.

The other thing I've noticed at shows is that the model "count" is often good, but fewer people are entering the shows to account for those models.

So where *is* all this headed? Will there be enough active car modelers in five or ten or fifteen years to keep this hobby vibrant long-term? Or will the "dinosaur" face extinction?

I'd love to hear your thoughts.

*Jim Haught* Jim Haught  
Editor



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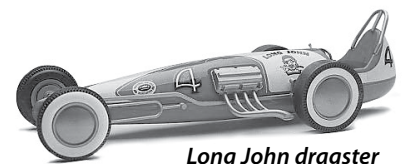
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# QUESTIONS & COMMENTS



## Maskiw's Charger 500

I was reading the October 2015 issue, and I have a question about the Charger 500 build.

I see that there are hood hinges in some of the photos. How do they work, and how do they attach to the hood?

– Joe Stoy  
via E-mail

Hi Joe,

Glad you liked the Charger 500. Regarding the hood hinges on my muscle car models, I usually remove the

molded-on springs and add wound wire springs for realism.

I like to display the models with the hoods off to show the engine detailing, so I attach the detailed hinges to the inner fenders with thin double-stick tape. This way, the car looks like it simply had its hood unbolted for removal.

When I want to display the model with the hood on, I can easily remove the hinges and place the hood on the car. I usually do not glue the hinges to the hoods for this reason.

– Rod Maskiw

## Has the die been cast?

Once again thanks to you, the Kalmbach staff, and all of the contributors for another great issue of Scale Auto (October 2015).

“Starting Line” was interesting, and it amazes me some people react that way [against diecast].

I am one of those who probably fit in the collector/builder category, and have many diecast cars in my collection –

and on occasion have taken a diecast kit and reworked it as a slump-buster or because no plastic version was available (Burago Beetle Cup models).

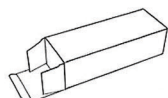
Diecast kits are an important part of introducing young builders to our hobby. They build an entry-level model with a parent, sibling, or friend, and end up with a sense of accomplishment and probably a toy to play with – but over time they will be introduced to plastic snap models in much the same way, and will hopefully progress to painting and detailing these and move on to more advanced kits and techniques.

The fact that my largest collection of diecast cars is of Corvettes is, in my opinion, ironic.

– Wayne W. Webers  
via E-mail

## Box stock - or not

Some months ago, I was entertaining entering a couple of my cars in a model contest at a local full-size car show.



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Before entering, I inquired about the Box Stock class, as I have a couple examples that I thought fit the class.

On a whim, before entering I reviewed the classes with the promoter. I was informed that the model could not have any additional painting or modifications other than how the model was shown on the box. It wouldn't fit in the Box Stock class if it had something as basic as redwalls or white letters painted on the tires.

Those "mods" would place it in a modified class, wherever the car might work (as in street rod, lowrider, etc.).

I seem to recall reading some years ago in your magazine that the class was designed to showcase the raw skills of the builder. So in that vein, the model could nearly be painted completely white, with the judging again being based on the quality of the build, not how close it came to the box art.

So I have a couple questions about the "general rules" of the Box Stock class at model contests:

Is the class based on the box art or skill set?

If I paint flames on an otherwise Box Stock model, would that also place it in a modified class if that's not the box art?

Placing a model with no spark plug wires, handmade parts, or other "trick" parts next to one that has all that in a modified class will get you passed over every time.

Any thoughts?

— Randy Manning  
via E-mail

Randy,

*This is one of the real "sticky wickets" of car modeling. There are a number of interpretations as to what constitutes Box Stock; what is allowed at one event is not at another. Some events have a far more liberal "local definition" of box-stock than others.*

*Can I use aftermarket decals? What about wheels and tires? Or is it only "what's in the box"?*

*I've heard many discussions – some of them rather heated – about this issue.*

*The only rule of thumb I can give you that seems to work is to check with the event organizers before you enter, so you are sure you know what they will and will not allow.*

— Jim Haught

## QUESTIONS?

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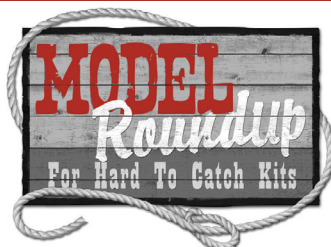
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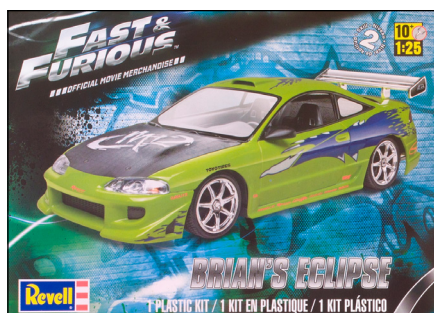


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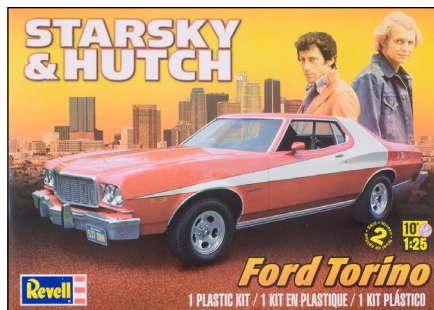
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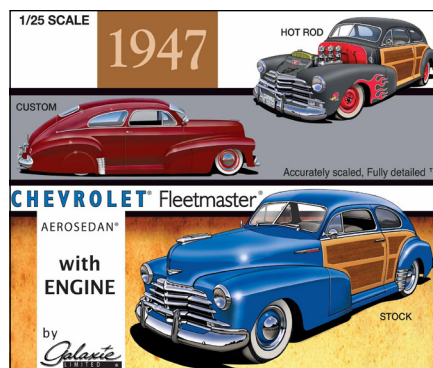
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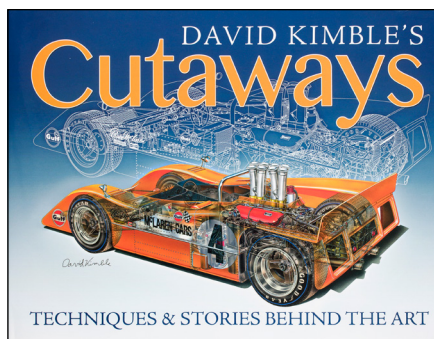


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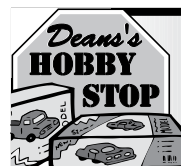
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**W**E'RE GOING TO BEGIN with an innovative way to highlight chrome parts and deal with their seams and removal points.

This tip is a little longer than those we generally print, but it's such an interesting and thoughtful approach, we couldn't pass it up:

**Tip:** Occasionally I read where someone is having a difficult time with chrome-plated parts where they are removed from the tree.

My solution is to use markers.

Remove as little of the chrome as possible, and sand the area as smooth as possible.

When that is done, think about what would be reflected on the chrome of a 1:1 scale item, such as a bumper or the saddle tanks on a truck. On the underside, that would usually be pavement, grass, or dirt.

For pavement, use one of the shades of cool gray and feather it on the non-plated area and overlap on the chrome area. Use shades of green for grass, etc.

You may need to apply primer first,

depending on the color of the plastic and how much chrome plating was sanded off. Experiment with the base coat and the final color shade.

On the top side, think about what is being reflected there, too. For example, on a red body, use red for the area that would be reflected. Most often, the top area will reflect the sky, so a shade of sky blue will work best. Here is where an airbrush works best, but it can be done with a brush and a bit of patience.

The best way to determine which patterns to use is to look at a 1:1 car magazine and see what real chrome looks like in pictures. If a photo of real chrome is convincing, you can make your product convincing as well.

It may be difficult at first, but with patience and practice, it can look as if the chrome was never tampered with.

A clear coat will help bring back the shine, but test it on a sample first, to be sure that the ink and clear are compatible.

You can also use these techniques on chrome exhaust headers – you can make realistic heat-discoloration.

If an artist can paint a picture of a car in one dimension and represent parts that are chrome-plated realistically, there is no reason that it cannot be done on a three-dimensional model.

– Harold James Kie  
via E-mail

**Ken:** This technique requires a great deal of forethought – including how the model will be displayed when it's finished. What's on the display base will dictate what type of reflections you'll add to the underside of the chrome parts.

Interesting stuff, Harold. Thanks for getting our minds working.

**Tip:** I came up with my own method of making vinyl tops, which gives the real feel and look of a vinyl top. It also shows the seams well without adding strip styrene, etc. The overlap completes the seam.

I use a three-ring binder that has vinyl glued to a foam backing. I cut out what I needed after making rough patterns with paper or index-card stock,

## TIP OF THE MONTH: Chopped ice

**Clever modeler Mark** Mullins of Garner, Iowa, came up with a cool (to say the least) way to chop a top. Here's Mark:

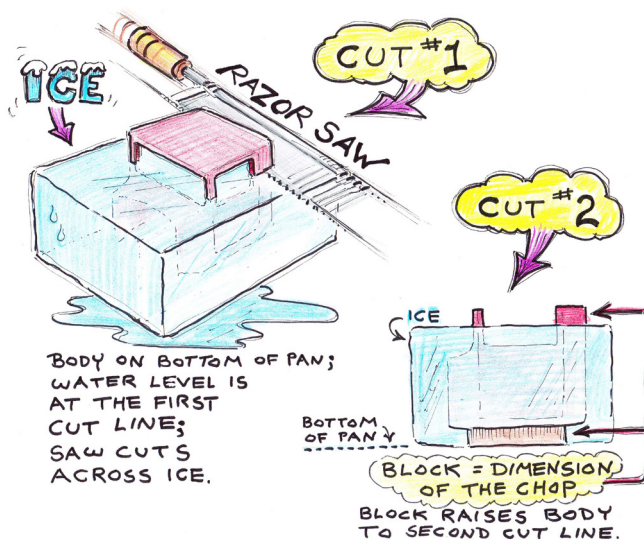
"I wanted to chop the IMEX 1/16 scale Rat Rod pickup cab and doors. I landed on an idea of how to hold the pieces together securely and cut them as a unit.

"I taped the pieces together and marked the top and bottom cuts. I placed the body (with the doors still taped in place) in a soup bowl filled with water to the level of the top cut mark, then placed the bowl in the freezer. After the water froze, I cut the body and doors across the ice with a razor saw.

"I thawed everything out, put the body back in the bowl on a small wood shim the width of my total chop, and refroze the bowl. A second cut across the ice with a razor saw was performed, and the chop came out dead level and required almost no sanding or filler.

"While the water freezes, hold the body onto the bottom of the bowl with a weight to ensure that the body is level. The ice holds the plastic so solidly that the styrene doesn't deflect when it's being cut, so the cuts are ultraprecise and the parts fit almost perfectly.

"Anything with sloped pillars may require the body to be positioned or secured accordingly, and might require multiple positions or freezeups. The technique works



equally well for a body section; just use a shallower, wider pan.

"Whichever pan is used, make sure the razor saw has access to level ice on all sides for a nice, clean cut."



then peel the thin vinyl from the foam backing and glue it to the car's top with Elmer's glue.

The vinyl I have is a tan/brown color.

After the vinyl was glued to the top, I simply painted it with a brush.

It's fun to do, and looks real.

— Nick Anderson  
Kennesaw, Georgia

**Ken:** Great Tip, Nick. We're always searching for ways to make a convincing vinyl top, and this looks like a winner.

**Q:** Several times lately, you have mentioned that there have been "entire books" written about painting techniques for car models.

Could you please suggest one?

I am back into modeling after a 25-year absence, and I am looking for some "go to" processes for priming, painting, sanding, and clearcoating. Thanks for a great magazine!

— Ross Kasner  
Denver, Colorado

**Ken:** We'll do better than just one, Ross, and you don't have to look any farther than the Kalmbach online bookstore at [www.kalmbachhobbystore.com](http://www.kalmbachhobbystore.com).

There you'll find several great books devoted to painting, including a brand-new one by Aaron Skinner of *FineScale Modeler*, titled (no surprise here) *Airbrushing for Scale Modelers*.

You can also go to Amazon.com and search "airbrushing books" for additional information on the airbrushing, but Aaron's book is geared solely toward scale modeling.

**Q & Tip Combo:** I recently continued to build a kit that I had started a long while ago.

When I picked up the painted engine, the paint started to rub off on my hand.

What would cause this to happen?

My next step was to strip the engine to bare plastic. The liquid I used was a cleaner called "LA's Totally Awesome Purple Blast." I let the engine soak in the straight solution for a few hours.

The paint came off nicely, and to my surprise, all of the glue joints loosened! I really didn't mind this, and was happy to find a new use for this cleaner.

The best part about the whole experience is I obtained the quart spray bottle of the cleaner at my local dollar store!

— John Tamweber  
Garfield, New Jersey

**Ken:** There are many variables that could cause old paint to rub off. It

could be initial surface prep, paint quality, paint/primer incompatibility, or a number of other reasons; but I would lean toward surface prep or paint/primer compatibility.

Make sure all surfaces are thoroughly washed and dried before painting, and always test paint and primer on a scrap piece of plastic from the kit you're painting.

Regarding your tip, we went to "LA's Totally Awesome" Web site and discovered many different types of household, pet, and automotive cleaning products that could help clean our models — as well as windows and Fluffy the Cat.

Thanks for the tip, John.

**Q:** I'm looking for a way to duplicate horse hair, used as padding on early autos.

I'm building a junker, and would like to see some stuffing sticking out of the torn seats. Any suggestions?

— Milt Price  
via E-mail



**Ken:** Just one, Milt: dryer lint. I've actually been using this stuff around the workshop for a number of things.

Clothes dryer lint usually compacts itself quite nicely on its own, and you can usually pull it off the filter screen in one chunk.

The best part is, it changes color based on what you happen to be drying at a given time.

Next time you dry those brown bath towels, scoop out the lint, and stick it through your seat covers.

**Q:** I'm having a problem adding decals to the sidewalls of the tires on my latest project: they don't stick.

What's up? Any advice would be greatly appreciated.

— Mike Young  
via E-mail

**Ken:** Decals don't "like" rough surfaces, Mike. The decal film can't settle down into the microscopic valleys of a rough surface, which cuts down the surface area the decal can stick to, which results in a loose decal that will lift off easily.

In this case, the best solution is to spray the tires with Testor's GlossCote, apply the decals per the instructions, then spray on a coat or two of Testor's DullCote to bring the tire back to its original dull finish.

This technique isn't limited to tires. It'll work on any "flat-finish" model where decals are desired.

One last note: Spray *light* coats over the decals. This goes for gloss or flat clear coats. Heavy coats of *anything* are more apt to do bad things to decals

**Tip:** Attaching mirrors can be a challenge. Drilling and inserting a pin can be difficult, too.

On a recent kit, before I cut the mirror from the sprue, I noticed a little nub between sprue and mirror. I cut past the nub into the sprue, then filed the sprue to the nub size.

I drilled a hole in the body that matched the "pin" size, and easily mounted the mirror in the hole.

It may not be as strong as a brass pin, but it's arguably easier.

— Dave Walker  
Huntsville, Ontario  
Canada

**Tip:** I read a tip in the June 2014 issue about sanding in tight spaces.

Recently my wife went to a beauty supply store and bought several different nail files. One is a small-diameter dowel with abrasive on each end that's a perfect addition to my arsenal of sanding tools.

Keep up the good work.

— Jon Fincher,  
via E-mail

**Ken:** Thanks, Jon. This is yet another reason to visit the Beauty aisles for modeling tools.

Be sure to at least offer to buy your wife some new sanding dowels when she notices hers are missing!

## QUESTIONS FOR KEN?

Mail your building questions  
and modeling tips to  
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## Vintage Formula 1, British style

**F**PP Models (Fernando Pinto, Portugal) has been around a while, but has added many subjects to its lineup recently; and what really makes them stand out is the subject matter.

FPP has a most intriguing selection of vintage racing models – that have been ignored by just about everyone else – in 1/24 or 1/25 scale.

How about a 1952 Mercedes SLR, or a longtail Porsche 906? Or vintage F1 cars such as Vanwall and BRM?

The multimedia kits are well thought-out, and the subject matter alone makes them worth grabbing.

**1962 BRM P57** This car was notable in that it won the inaugural Constructors Championship for British Racing Motors in 1962, as well as the F1 Drivers Championship for Graham Hill.

This was British Racing Motors' only championship, which makes the 1962 P57 the most-desirable BRM.

**THE KIT** There was an old Revell slot-car kit of the BRM P57, but this was the later version, with a full engine cover and a more-typical twin exhaust exiting low at the rear.

The FPP kit represents the first version of the P57, from early 1962, which had a mesh cover over the engine intake and those marvelous long zoomie exhaust headers, like a dragster.

I've never seen this car other than in 1/43 scale; it's good to see it in 1/24.

The kit is mainly resin, but the front and rear suspension units are unique in that they are preassembled units in which the plated-wire arms are captured in resin blocks. This makes the suspension units strong, and much easier to work with, because they are already aligned.

**ASSEMBLY** Clean up all of the castings with hot, soapy water, or solvent, to remove any mold-release agents. The resin pieces are cleanly cast, with only a few pinholes to fill.

After the pinholes are filled, prime everything and look for imperfections. Test-fit everything while the parts are in primer – before the color coats go on. This prevents marring a perfect paint job with unexpected fit issues later.



An FPP resin kit makes for a better – and easier – replica of Graham Hill's championship-winning 1962 BRM than the old Revell slot car (rear).

You will need to add springs and shocks to the partially-assembled suspension units, as well as the steering arms. There is a long, coiled spring in the kit that needs to be cut into four equal-length sections for each wheel.

The shocks are cast into upper and lower parts, so you need to paint the shocks first and then glue them together with the spring captured in between. I painted them gloss black to contrast with the steel colored spring.

The front suspension unit is simple, but the rear unit is tricky in that there is a bent piece of wire that needs to be attached as the upper shock mount. This wire also has to fit into a small cut-out on each side of the rear body opening, so placement is critical. Take your time with these pieces, and everything will line up nicely.

The wheels and tires are cast as single units. The Dunlop wheels are nicely detailed. I decided to drill the holes in each wheel for an improved appearance. You could skip this step and just use a black wash in these holes.

I painted the units with aluminum metalizer, then hand-painted the tires with black acrylic.

A simple way to get a clean demarcation between the wheel and rim is to use a thin black wash first. This will wick around the wheel and make it easier to paint black up to the line.

Simple flat washers are provided for

disc brake rotors, which look surprisingly effective when they are in place. There are cast resin calipers to add on top, which complete the look.

The zoomie headers are cast into a single unit, and there is quite a bit of flash, together with some molding lines.

Take your time and be careful sanding off these parting lines; the resin is fragile, even though the exhausts have been strengthened internally with wire. Drilling the ends improves the look.

The cockpit is a simple tub with a sling seat, a dashboard, and a steering wheel, but looks every inch the part of a 1960s racing car. Decals are provided for the instruments.

The windscreen is vacformed as a unit, and you'll have to carefully cut it out to make it fit. When the top is cut off the windscreen, the unit will become floppy and hard to handle, so I found it easier to leave the top closed, epoxy the windscreen into place, then cut out the top after the epoxy cured.

Like all British racing cars in the early 1960s, BRMs were painted green – but a dark metallic green. Testor's Fathom Green spray lacquer is a match.

Decals are provided for Graham Hill's Dutch Grand Prix-winning car with number 17. There is also a nice BRM logo for the nose.

Now it's time to dust off those old Revell, Cox, and Strombecker slot-car kits, and fill out your 1/24 F1 field.



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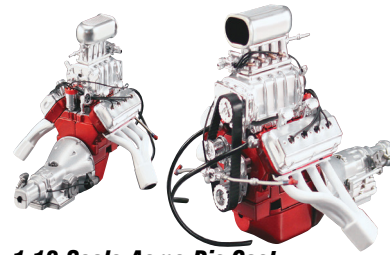
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# 28 BUILDING TIPS PLUS 10 HINTS!

## Building tips for Revell's new 1929 Model A

Make your model stand out  
with these suggestions

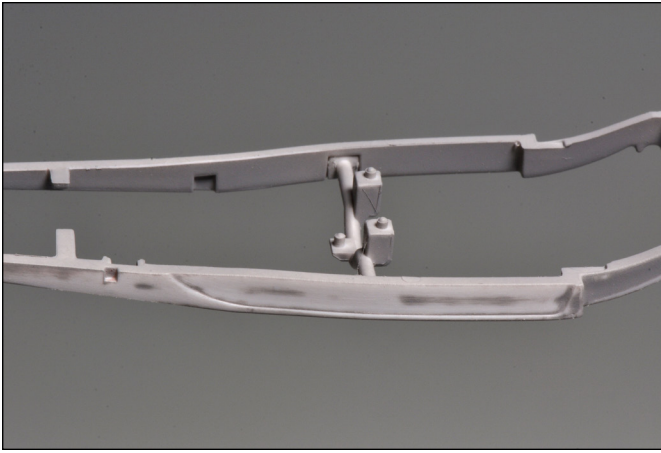
by TIM BOYD



Details make a difference — so here are some assembly suggestions for your Revell 1929 Model A Hot Rod roadster.

**R**EVELL'S 1929 Model A roadster kit is tons of fun to build. And with just a touch of extra care during assembly, your build can truly stand apart from the rest. To demonstrate, I assembled the kit in the "Highboy" version with its 1932 Ford frame (a second "channeled" version with a Zd Model A frame is also provided). Here is what I learned, along with a few simple steps to enhance your building experience.

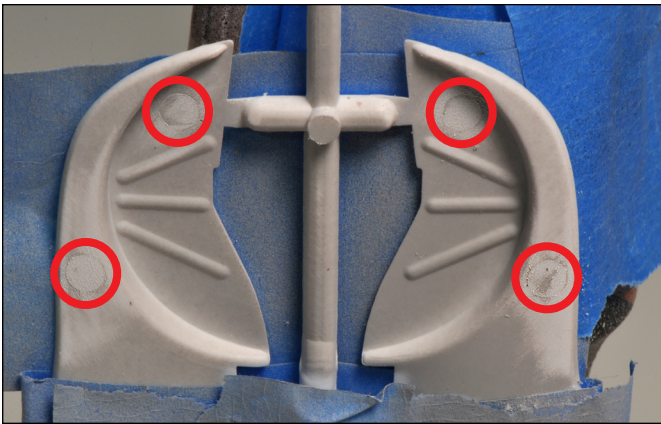




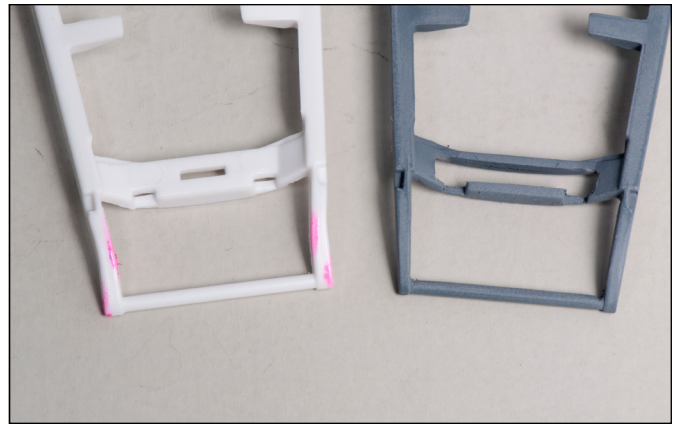
**1** Styrene parts with thick cross-sections, such as frame rails, are prone to sink marks. The driver's-side frame rail beneath the distinctive 1932 Ford "sweep" and the passenger's-side frame rail ahead of the sweep show minor sink marks - seen here in gray after sanding away the initial primer coat. These marks can be taken care of with sanding sticks; no filler is needed.



**2** There may be a slight dimple along the upper front edges of the rear quarter panels; there is a molding feed tag on the reverse sides of the panels. Not all kits have these dimples, which vary in size, but you should be able to eliminate the dimples with a sanding stick; no filler is required.



**3** "Knockout pins" (circled) are part of the molding process that separates the just-formed styrene parts from the metal mold, and they leave distinctive circular marks in the finished surface. The only visible knockout pin marks on finished surfaces are on the exterior surfaces of the Highboy version's rear fender wells. Fix these by sanding, and a touch of filler if necessary.



**4** The Highboy frame horns have unrealistic kinks at the front edges (shown at left). Straighten the frame horns by filing the areas highlighted in pink. The "after" frame is shown at right. If you want to lower the front stance of your model, remove the center of the front crossmember (also shown on the frame at right).

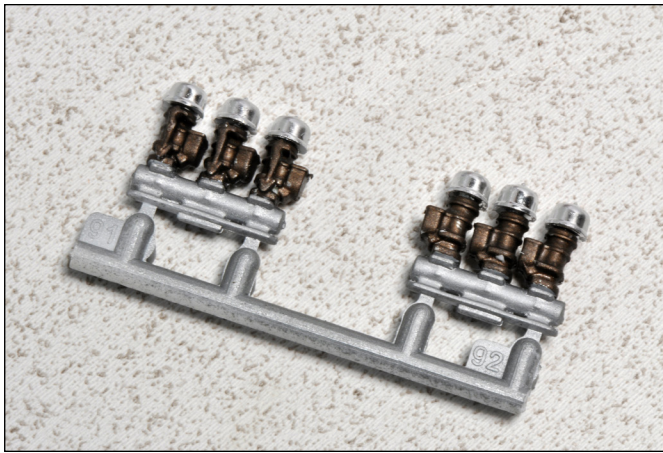


**5** Choose a single exterior color to apply to the main body and frame, as well as the instrument panel and the rear fender wells. I masked the remaining portions of the interior side panels (which also include the rear fender wells) to avoid having to deal with paint overspray on these parts when I applied the interior color later.

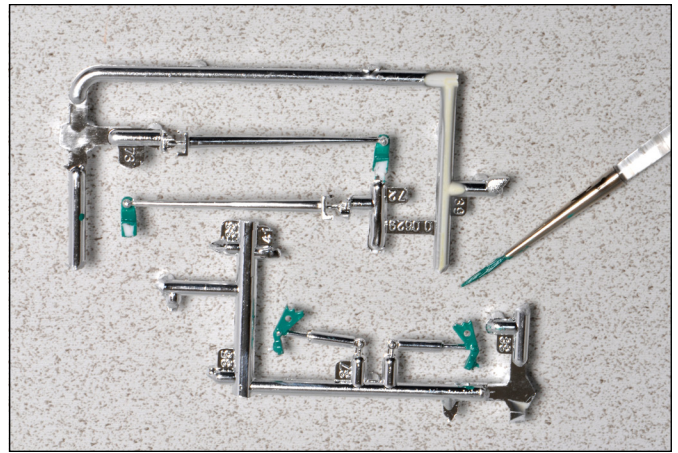


**6** The kit's Nailhead V-8 includes ribbed surfaces on the valve covers, valley cover, oil pan, and transmission pan. These parts look great with paint-detailing. I have the best luck with Testor's flat black enamel, cut 50 percent with Testor's thinner. Flow the paint into the ribs, then lightly rub the ribs with your finger or a soft cloth to remove paint left on the raised surfaces.





**7** If you choose the six-carb engine version, keeping those carbs and air cleaners aligned is a challenge. Start by gluing the air cleaners to the carbs while they are still attached to the parts runner. When dry, assemble the carbs to the intake manifolds and let this assembly dry before adding it to the top of the engine.



**8** For ease of assembly, Revell molds the frame brackets together with the front radius rods and shocks. You'll add a lot of realism by painting those brackets to match the frame. Apply the main frame color with a fine paint brush to achieve this appearance.



**9** Revell also added locating mounts for the rear axle to the frame, as indicated by these hobby knife blade tips. 1:1 hot rods do not have these mounts, which would prevent vertical movement of the rear suspension. If you take a little extra care centering and aligning the rear axle/suspension during assembly, you can remove these mounts before painting the frame.



**10** Certain surfaces in the interior cowl area are visible in the finished model. So before assembly, paint the back side (interior side) of the firewall to match the interior carpet, and apply the same color to the body's left- and right-side firewall mounting flange (shown here painted flat black).

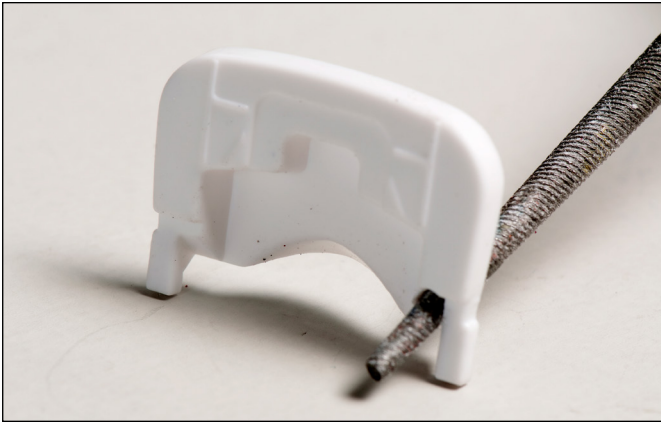


**11** Tiny decals, such as these emblems for the steering wheel hubs, do not stick well - especially to plated surfaces. MicroSet (applied before the decal is placed), and MicroSol (after the decal is applied) can help. If the decals still do not adhere, try "gluing" them in place with diluted Elmer's glue or Testor's Clear Parts Cement.



**12** Make sure that the radiator/grille shell assembly fits securely against the front frame crossmember, achieving the tight gap shown at the tip of the hobby knife. If the fit is not flush, try slightly shortening the forward edge of the lower radiator hose.





**13** The assembled body (including the firewall) slides over the front steering column, then is secured to the frame. The steering column is a tight fit, so use a file to enlarge the hole in the firewall to avoid assembly problems later.



**14** Six tabs molded along the bottom of the interior side panels securely locate the body/interior to the frame. The bottoms of these tabs are visible on the underside of the completed model (see the tip of the hobby knife). Paint the bottoms of the tabs to match the underside of the chassis floorboard prior to assembly, and be prepared to touch them up later.



**15** Depending on the appearance you are replicating, whitewalls can be an important addition (they are decals in this kit). To help the decals adhere to the tires, mask the tread surfaces and paint the sidewalls with Testor's Semi-Gloss Clear, then insert the wheels into the tires (to avoid stretching the decals after they are applied).



**16** Before placing the decals on the tires, apply MicroSet. You'll also need to add MicroSol to the curved surfaces of the rear tires after the decals are applied (it took several applications of MicroSol to get the decals to settle down around the rear wheel rims). To tone down the whitewalls' unrealistic glossy finish, brush on a coat of MicroFlat after the decals have dried thoroughly.



By following these basic hints, you will add a good deal of refinement to your completed model. As a next step, consider some basic engine wiring, or swapping parts from other kits to give your model even more of your own character.

# How to build a Highboy

## 1936 Ford hot rod

10 styling hints and 12 building tips for a better fenderless, angle-channeled model

by TIM BOYD



By selectively combining these styling suggestions with your own ideas, you can come up with an eye-catching creative fenderless hot rod model that will have modelers and 1:1 rodders saying “why didn’t I think of that?”

**W**HETHER in 1:1 scale or 1/25, Highboys are usually 1928-1932 Fords with the fenders removed. This straightforward building style is fairly easy to accomplish; several outstanding kits replicating this hot rod design genre are available.

But try to apply the same fenderless concept to post-1932 cars, and you’ll rapidly find that the technique is considerably more challenging. There are key considerations in the areas of stance, proportions, front grille/radiator treatments, and more.

If you choose to add the Traditional hot rod styling element of “channeling”

(setting the body down onto the frame instead of leaving it on top of the frame, as in Highboy parlance), and the challenge grows.

Get this combination of design elements wrong – which is easy to do – and you’ll have an odd-looking model.

Perhaps for these reasons, you don’t often see post-1932 hot rod models that employ this fenderless building technique; but build a fenderless, channelled model that gets all these elements in sync, and you’ll be rewarded with a stunning result.

For this article, I’ll employ the fenderless building style (using Round

2’s recently reissued AMT 1936 Ford Three Window Coupe), further modified with what I call “angle” channeling.

I’ll focus on styling tips and building hints that are essential considerations for mid-1930s-and-later hot rods built in this style.

This a challenging project, but one that is within the abilities of most readers of this magazine.

And it might even inspire a 1:1 rod builder or two to copy your efforts – which is the ultimate affirmation of any model builder’s creativity and craftsmanship.



## 10 STYLING HINTS

### 1: PICK THE BODY



Many 1/24 or 1/25 scale coupes or pickup cabs can work with this build style (clockwise from lower left): the AMT 1933 Willys Coupe; AMT/Ertl 1934 Ford Five Window Coupe; AMT 1937 Chevy Five Window Coupe; AMT 1936 Ford Three Window Coupe; AMT 1936 Plymouth Five Window (from their "Early Modified" kit series); and AMT's 1940 Ford Five Window Coupe.



I chose the recently-reissued AMT 1936 Ford kit. With older tools, you'll need to inspect the body closely for molding errors that need to be finessed: (1) "witness" marks from AMT refilling the old door cut line for the earlier Five Window kit, and (2 and 3) inconsistencies in the bodyside character line that traverses the upper rear quarter fender.



This kit's "greenhouse" is a separate part that will need to be glued to the body and further finessed for appearance. I addressed most of the issues in these last two photos by careful filling and sanding, followed by several coats of primer. The passenger's side has several fit issues to be similarly handled.

### 2: ROOF CHOP?



This building style works with stock roofs (Step 1), or with "chopped" roofs, such as the Revell Snap-Tite 1934 Ford Three Window (upper right) and the reissued AMT 1936 Ford Three Window Coupe (lower right) that I used for our demonstration model. Aftermarket choices include Competitions Resins' 1934 Ford "334" Five Window Coupe (upper left) and the Jimmy Flintstone Bonneville-style Three Window Coupe. The old 1/24 scale Monogram 1933 "ZZ Top" Three Window Coupe (not pictured) is also an option.

### 3: REAR INNER FENDERWELLS



Most of the bodies are molded without the inner rear fenderwells being part of the body casting. You'll need to cut them away from the fender units and glue them in place into the body, as shown here. (With AMT's 1937 Chevy kit, only the rare/expensive Salt Shaker kit had inner rear fenderwells; unless you have that version, you'll need to create fenderwells from sheet styrene.)

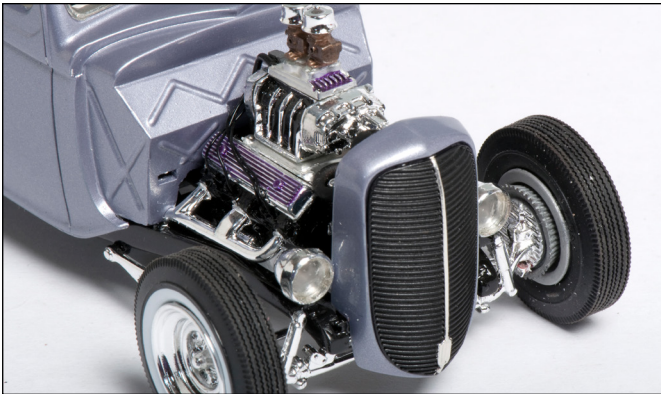


I mocked up the inner rear fenderwells to the 1936 Ford body. There were two pins to help position the fenderwell assembly; for your build, you may need to eyeball the position before gluing in place.

#### 4: CHOOSE FRONT GRILLE SHELL

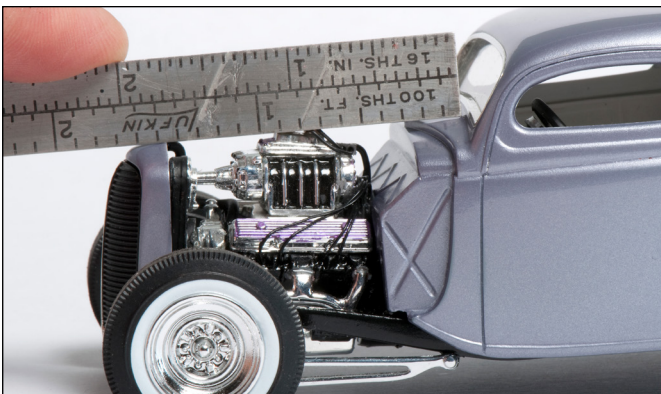


Most mid-to-late-1930s coupes featured grille shapes that were integrated with the fenders. These stock grilles seldom work well in a fenderless hot rod application. Grilles that do work include (top row) Model Car Garage's sectioned 1932 Ford Grille and 1934 Ford Grille with Resin Grille Shell; (bottom row) AMT 1932 Ford, AMT-Ertl 1934 Ford Five Window Coupe, AMT 1934 Ford Pickup (with stock or custom grille inserts), and two from Revell's 1937 Ford Pickup 2'n1 kit: 1937 and 1938 Ford pickup grilles.

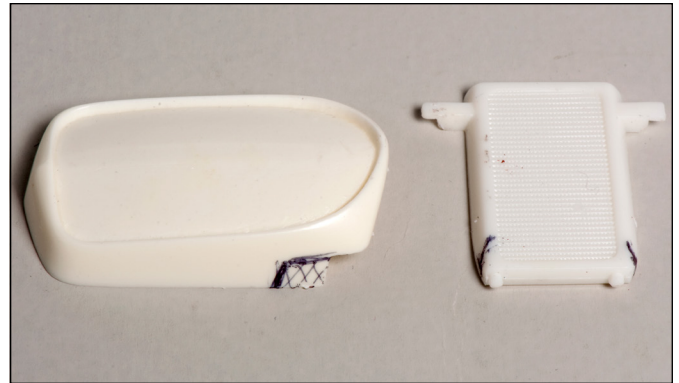


Among the above choices, the 1937 Ford Pickup and Grille Shell is a historically correct, popular choice for mid-late-1930s traditional hot rod projects. You can use the part from the Revell 1937 Ford Pickup "2'n1" kit, or the RH-419 1932 Ford Grille Shell adapted to house a 1937 Ford Grille from the Replicas & Miniatures of Maryland Catalog, as I did.

#### 5: ALIGN FRONT GRILLE SHELL



The top of the front grille shell needs to be positioned in line with or below a horizontal line from the cowl of the main body. Otherwise, the proportions and aesthetics of the project are compromised. Our demonstration model passes this test.



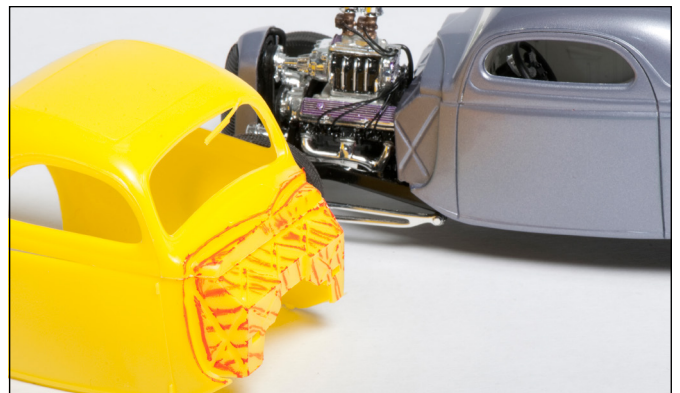
You may need to notch the lower sides of the grille shell (marked here in ink) to place it at the proper height relative to the main body. I also filed the top edges of the radiator tank (upside-down for clarity, lower right) to further lower the grille shell.

#### 6: FRONT TIRES AHEAD OF GRILLE SHELL



The front axle should be positioned so that the leading edges of the front tires are ahead of the forward edge of the grille shell. This often means extending the wheelbase by relocating the front crossmember forward of its stock position. The 1936 project meets the guideline; the 1934 Ford on the right fails, with an unappealing "snub nose" appearance.

#### 7: REPLACE/RESHAPE FIREWALL?



Many mid-to-late-1930s bodies have prominent firewalls that extend forward of the cowl areas, as shown on our demonstration model. You can remove this extended area and substitute a plain firewall that is recessed rearward on the body assembly. With the 1936 Ford body, the area marked in orange can be cut away and replaced with a new, recessed flat firewall made from sheet styrene.



## 8: "BOB" REAR BODY SHELL?



Mid-to-late-1930s coupes typically include a filler panel that extends below the trunk lid opening. This panel, shown on the 1934 and 1936 Ford Coupes (center), was added to cover the rear-mounted gas tank. Many rod builders remove this panel, which shortens the body and opens the area to allow display of the rear suspension. With a 1934 Ford coupe (far left), the entire panel is removed and the gas tank is relocated. With the 1936 Ford Coupe (far right), the area to be cut away is smaller (marked here in orange).

## 9: CHANNEL THE BODY OVER THE FRAME?



Fenderless hot rods look great with the body placed above the frame (a "Highboy") and with the body floor notched to allow it to sit flush with the bottom of the frame rails ("channeling"). Channeling hides the frame rails when viewed from the side. The June 2015 issue of *Scale Auto* includes a detailed explanation of how to channel a hot rod model.



I chose a further refinement I call "angle channeling" in which the body at the firewall is fully channeled over the frame, and the body at rear remains at the stock position above the frame. I still had to grind away some of the underbody structure ahead of the rear axle centerline (light blue) to allow the body to rotate downward at the firewall and sit flush with the bottoms of the frame rails.



In channeling, you need to reduce the height of the interior to allow the body to slide down over the frame rails at the firewall. I removed a strip from the top of the interior bucket sidewalls (masking tape marks the cut lines) and by snipping off a triangular shape of the sidewalls ahead of the instrument panel. This tucks the interior farther into the body, which allows the body to sit flush with the frame at the front cowl.

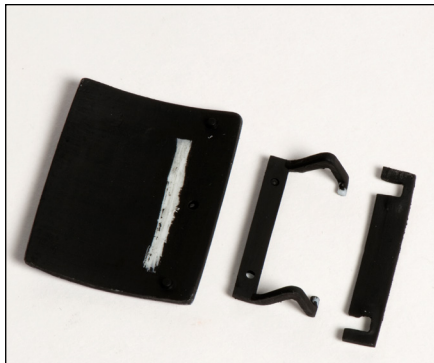
## 10: LOSE THE HOOD & SHOW OFF ENGINE



Fenderless-style traditional hot rods are the perfect venue for showing your engine-building skills, so I suggest you drop any idea of using a hood on your model. Running this "hoodless" style also eliminates the chore of having to fabricate a hood that ties the body you have chosen to the grille shell choices shown earlier.

## 12 MORE BUILDING TIPS

### FINISHING THE FENDERLESS HOT ROD



**1** The AMT 1936 Ford kit includes a separate rear lid for the rumble seat, so it can easily be converted to an operating trunk lid. I used the hinge setup from the AMT 1949 Mercury (the hinge retainer is molded to the rear edge of the interior). You can also create a trunk lid hinge (see *Scale Auto*, February 2011).



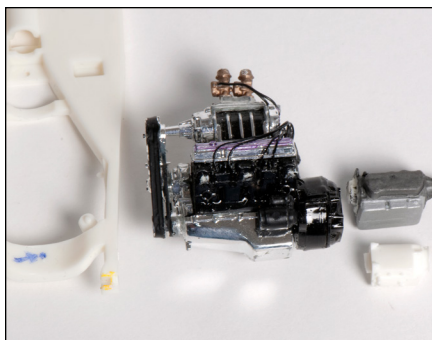
**2** I cut away the molded-in rumble seat from the rear fenderwell assembly. Then I cut a new floorboard from sheet styrene to replace the seat cushion, and covered it with wood veneer.



**3** The new floorboard is shown as installed during final assembly. You can then add luggage, tools, or other display items that will become visible when you open the trunk lid. You could also add foil to the longitudinal slats already milled into the wood panel, to represent luggage skid strips.



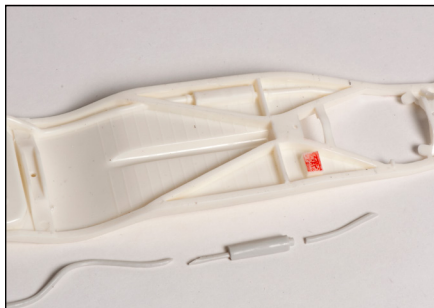
**4** Beyond the channeling steps shown previously, the interior was built straight from the AMT box. I mixed purple and violet and black flocking from Ken's Fuzzi-Fur to create the simulated carpet that matches the color of the engine block. The instrument panel is finished with a gloss color that matches the flat white (Tamiya Matt White) used on upholstery surfaces.



**5** The engine is a circa 1960 Olds OHV V-8 with a 4-71 GMC blower, sourced from the Revell Beatnik Bandit. I swapped the large Hydromatic transmission for a LaSalle manual (DD-25) from Replicas & Miniatures. For other period-correct hot rod engine choices, see *Scale Auto* April and December 2005; February, April, and June 2007; December 2008; and August 2014.



**6** The front accessory drive components and the dual Strombergs mounted to a neat ribbed intake atop the blower make for a period-perfect hot rod engine. Sparkplug wires and fuel lines were added. The exhaust manifolds are found in plated and nonplated form in the Revell 1950 Olds Custom kit.



**7** To prepare the 1936 Ford chassis for its hot rod application, you'll need to remove the battery box (highlighted in orange). The single exhaust and muffler setup is molded in the chassis (upper part of photo). You can easily create a hot rod "dual exhaust" setup by using the accessory exhaust pipe/muffler assembly from the AMT 1940 Ford Coupe (bottom).



**8** The front axle assembly is from the Revell Wheels of Fire 1934 Ford Highboy Curbside kit; it includes cool horizontal ribbed backing plates and stylish hairpin radius rods. Remove the triangular mounting plate, and it fits the 1936 Ford chassis like a glove. (You'll need to add a tie rod from your parts box). The rear axle and suspension are stock AMT 1936 Ford parts.



**9** I used the chromed reverse wheels from the latest AMT 1936 Ford kit with wide whitewall tires and slicks from the Round 2 PP002 Firestone DeLuxe Champion Tires and PP01 M&H Racemaster Dragster Slicks from AMT Parts Packs. Astro Chrome Mags (from the AMT 1965 Riviera kit) or Cragar S/S wheels (AMT 1937 Chevy or 1965 Galaxie 500 kits) would also be period-correct choices.





**10** This shows the results of applying Styling Suggestions 3, 4, 5, 6, 9, and 10. Note the “angle channel” effect resulting from channeling the body over the frame at the firewall, while leaving the body above the frame at the rear axle. The paint is rubbed-out-and-waxed 1955 Ford Regency Purple from MCW Automotive Finishes, applied without a clearcoat as is period-correct.



**11** Note how well the Revell Wheels of Fire axle fits the 1936 Ford frame. Details include a vertical strip of Bare-Metal foil on the 1937 Ford pickup grille, Buick-style finned brake drums (from Replica & Miniatures or Revell's 1929 Ford Model A Roadster kit).



**12** Out back, you can see the nerf bars from the Revell 1932 Ford Five Window Coupe kit, and the wheel hub covers from the old AMT 1929 Ford Street Rod kit, repurposed here as taillamps and wearing Testor's Stoplight Red Metallic “lenses.” Sanding the tread area of the drag slicks is almost a “must” on a model like this one.

Our fenderless mid-1930s hot rod project looks like it is ready to pounce and devour whatever early 1960s Saturday-night challenge comes its way.



# Toledo Nationals NNL

Sylvania, Ohio • October 10, 2015







"It represents a mid-1960s Altered running in the NHRA BB/A class," says Todd Wingerter about this Lindberg 1934 Ford. He cut out the grille shell and scratchbuilt the headers and throttle linkage.



"I used three sets of 1949 Mercury flame decals," says Jim Hill about this model, which combines 1951 Bentley and 1959 Roll-Royce parts. The finish is nail polish with two-part clear.



"I was a big fan of 'Grumpy Bill,'" says Harold Helzer, who built this 1969 Camaro Pro Stock from Revell and AMT kits. It has a photoetched grille and is finished with Bob's Paint.



"It was good fun. Everyone should try this," says Rob Russell about building AMT's 1978 Dodge Little Red Express. "I gutted the interior and bed floor, to look like an interior fire," he says.



"A fun build," reports Mark Russell about Lindberg's 1964 Dodge 330. It's wired and plumbed, the interior is flocked, and he opened the driver's-side door and trunk. The paint is Testor's.



"I turned it into a wagon from a panel," says Don Poling about this Revell 1953 Chevy. It has 1932 Ford rims, an Olds front bumper from a diecast model, and automotive paint with two-part clear.





"I had the little surfer dude," says David Trevorrow, so he built this beach scene from Revell, AMT, and MPC parts. It's finished with Testor's enamel. "A fun build," he reports.



"A friend had this kit when I was young. Always wanted one," says William Clark about building this AMT 1932 Ford. It has aftermarket wiring and a lacquer finish with Testor's clear.



"This is a model of a Gary Campesi design," says Denny Johnson, and it's based on a Boyd's Smoothster kit. The three-week project is chopped and has modified fenders. The finish is lacquer.



"I won the kit in a contest," says Evan Jones about this Tamiya Suzuki RG Gamma GP bike. He replaced some bodywork fasteners with photoetched items, and used Top Studio loewr front forks.



Mike Dowd's AMT 1936 Plymouth Modified was built as part of an Auto Modelers Group club project. It has a 1970 Dodge Super Bee 440 engine, Comepetition Resins cabruetor, and a Parts by Parks air cleaner.



Charles Rowley cites "history of the construction of Boulder Dam" as inspiration to scratchbuild this 1932 Mack. The tires are resin. "The forerunner of offroad construction trucks," he says.





Pro Stock fan Dave Johnson built this Frank Iaconio Olds box-stock in two months from a Revell kit. It has Slixs decals over airbrushed Testor's color and clear.



"I had to rework many parts, but it was rewarding when done," says Dave Hadam about building this 1/16 scale Charger from an original 1973 MPC kit. "I love 1970s stock cars," he says.



"A different configuration from box-stock. I've seen this color combination on 1:1 trucks," says Donald Bishop about this AMT White Road Boss. He rearranged the fuel tanks and split the battery box.



John White cites his love of street rods for inspiration to build this 1929 Ford from a Revell kit. He stretched and Z'd the chassis, added a resin engine, and used a 1932 Ford dash. The hood is brass.



"The first car my Dad drove was a 1955 Chevy," says Jim Tate Jr. about why he built this Bel Air from an AMT kit. It has a 1988 Corvette suspension and engine. The exhaust is aluminum tubing.





Chuck Poi combined Moebius and Motor City Resin parts to build this Marshall Teague 1952 Hudson. It has Holthaus wheels, Chuck's own decals, and is finished with Testor's and Dupli-Color paint.



John Currie's Modelhaus 1957 Lincoln is "painted the correct Huntsman Red," he says, and was converted from a hardtop. He added a Continental kit, and used PPG lacquer with urethane clear.



"Just a fun cruiser," says Pat Redmond about this AMT 1929 Ford Phaeton. It has Revell rat rod rolling stock, and the one-month project is finished with Dupli-Color paint.



"I'd love to own a 1:1 just like this," says Marshall King about this 1932 Ford Highboy roadster, built from a Revell kit. It has a functional front suspension, and he opened the trunk. The paint is Dupli-Color.



"Always enjoyed the pro street builds of the 1980s and 1990s," says Joh Snider, who built this 1969 Nova from a Revell kit. He tubbed the chassis, used resin wheels, and the finish is Testor's enamel.





"It was a last-minute put-together for this show," says Curtis Willbanks about this Monogram 1934 Ford. It's finished with Tamiya French Blue paint. "I like 1932-1934 Fords," he says.



Frank LuQue showed this T-bucket model built by the late Doug Grimes a few years ago from a Revell kit and parts-box items. "It would be a shame not to let it out for a ride," says Frank.



"It took three years, because of paint issues. But I'm still happy with the results," says Ted Lear about his Revell 1962 Chevy Impala SS. He opened the grille and exhaust tips, and used Tamiya paint.



"I'm working at building all of the 1/12 scale Tamiya motorcycle kits," says Paul Johnston. This 1984 Honda NSR500 is basically box-stock, with drilled front rotors and aftermarket tire decals.



"I own a 1977 Mustang II, and I just love the little cars," says Jesse Talmage. He built the Revell kit box-stock except for an aftermarket distributor. It's finished with Tamiya color and clear lacquer.



"It's converted from a Woody Ron Fink kit," says Mel Frenger about this Revell 1932 Ford. He used basswood on the doors and bed, and the finish is black primer with DuPont clear.

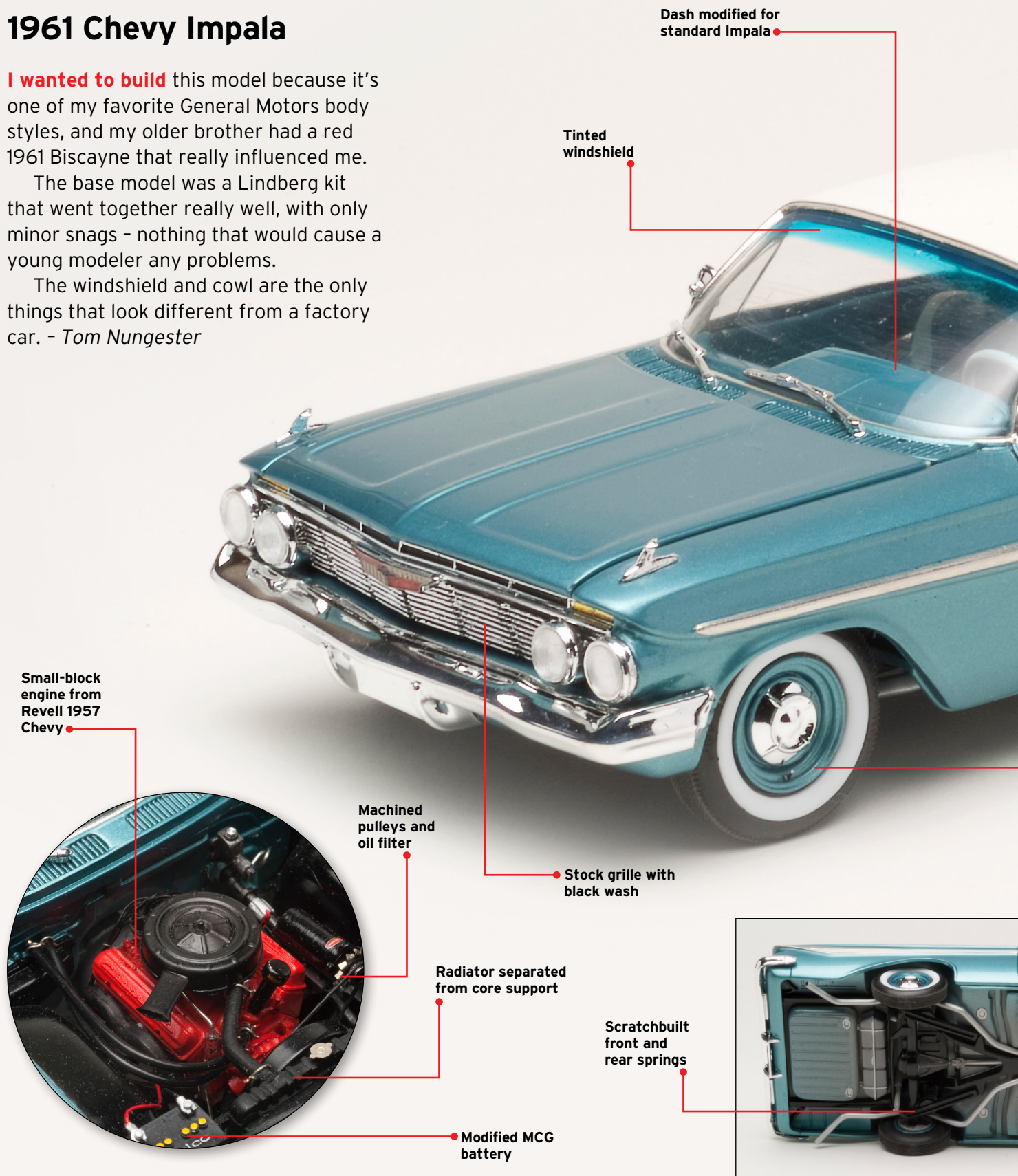


## 1961 Chevy Impala

**I wanted to build** this model because it's one of my favorite General Motors body styles, and my older brother had a red 1961 Biscayne that really influenced me.

The base model was a Lindberg kit that went together really well, with only minor snags - nothing that would cause a young modeler any problems.

The windshield and cowl are the only things that look different from a factory car. - *Tom Nungester*



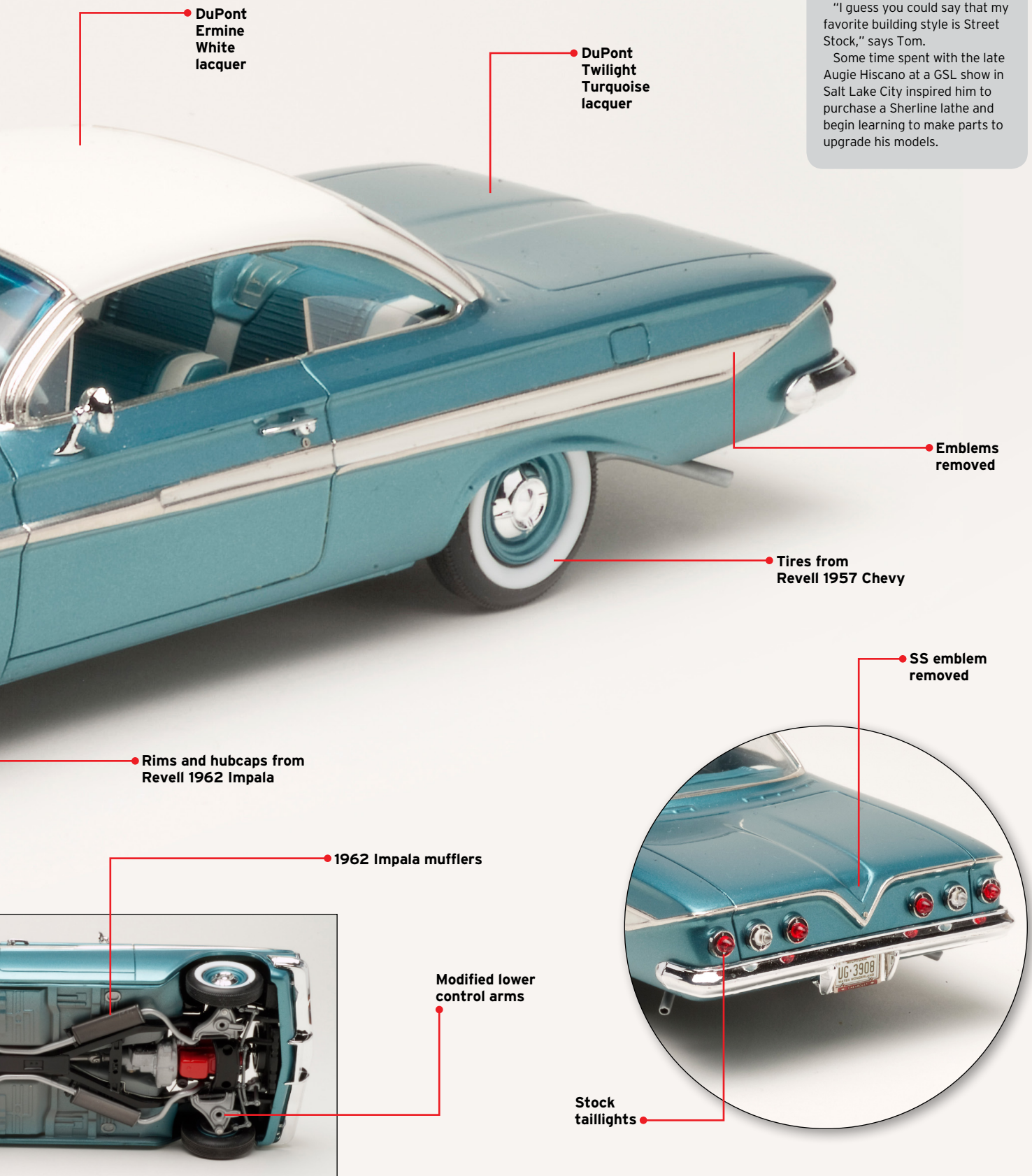


## ABOUT TOM NUNGESTER

This Hoosier modeler says he is "just a regular Joe" who has been building models since 1965.

"I guess you could say that my favorite building style is Street Stock," says Tom.

Some time spent with the late Augie Hiscano at a GSL show in Salt Lake City inspired him to purchase a Sherline lathe and begin learning to make parts to upgrade his models.



# Moebius 1969 FORD F-100



“Almost like a snap kit, without compromising details,” says the author

by CLAY KEMP



“A fun kit to build,” reports Clay Kemp.

**E**VER SINCE I built the first Hudson Hornet kit a few years ago, I have been a fan of Moebius kits.

Seeing them release an all-new kit, and a pickup to boot, I knew I had to get one and build it.

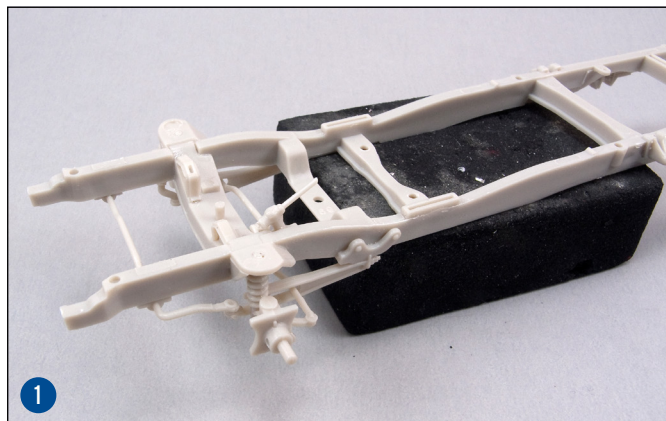
The 1969 kit here is the short-bed,

inline-six-engine version. The parts breakdown and assembly is the typical style and quality these kits have been known for.

At times, this was almost like a snap kit in its simplicity, but without compromising details.

There were also a few issues that required a bit of extra work and attention. Some were my fault; some were just because the kit was designed in a different way than I was used to.

It was a fun kit to build, and looks great when it's finished.



The entire front and rear suspension can be built up before painting. All of the chassis and running gear will be painted semigloss black at the same time.



I wanted the base model without the lower trim, so I needed to remove the molded-in ridges. These areas were marked with a black Sharpie to see what had to be removed.

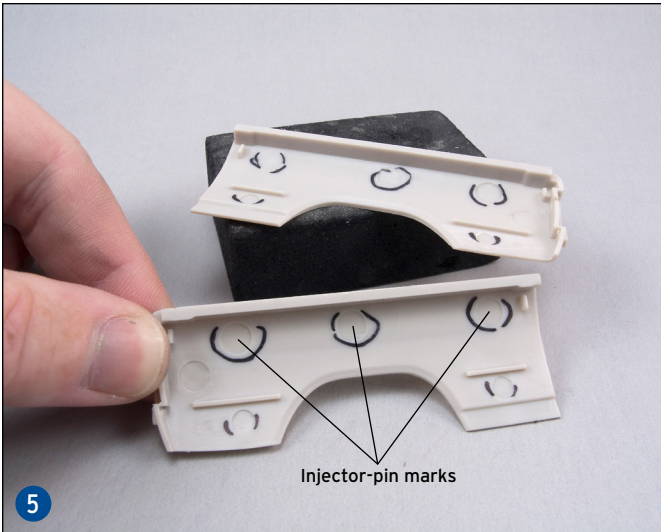




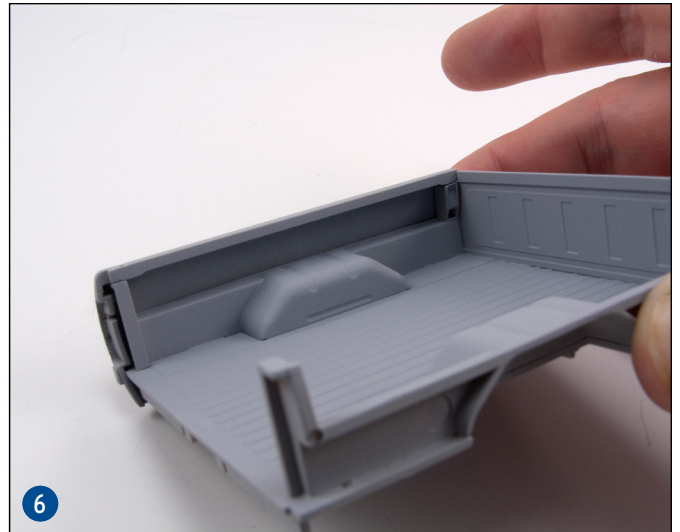
**3**  
Starting with a coarse sanding stick, then moving to a finer grit, the lower trim was sanded off until smooth. I also lightly scribed the door lines to open them slightly.



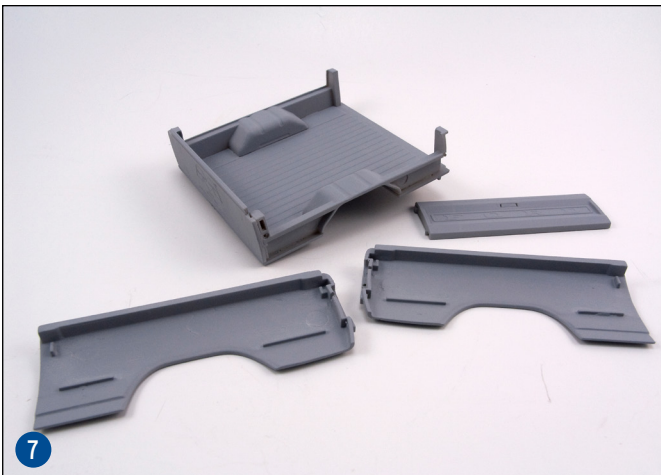
**4**  
After sanding and a good washing in soapy water, the cab and hood were primed to check for flaws.



**5**  
The bed required a bit more work. There were three large injector-pin marks on each bed side that needed to be filled. The lower ones are hidden after assembly, but the top ones needed to be addressed.



**6**  
After the bed was filled and sanded smooth, I applied a coat of primer to see if everything was ready for paint.



**7**  
I opted to assemble the middle portion of the bed as one piece before painting. I left the sides separate for easier painting and foiling.



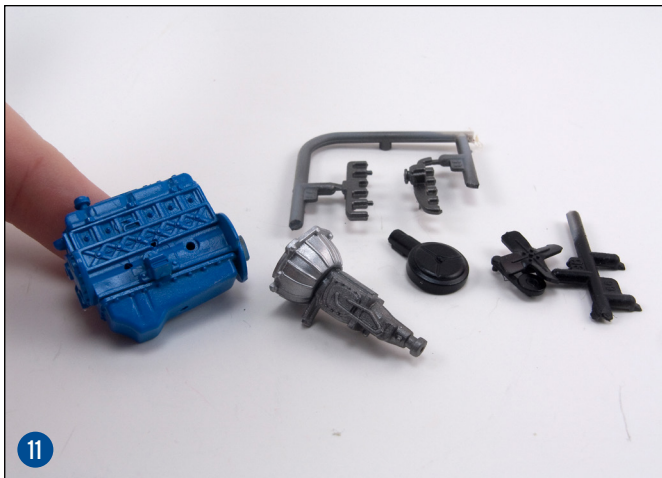
**8**  
Time for paint. First step was painting everything with Gravity Colors' Guardsman Blue. When it was dry, I masked the blue portions and sprayed the lower areas with a white base coat, followed with Tamiya's Racing White to simulate a light-cream color.



The wheels were also painted at the same time, with Racing White. The kit includes a nice set of soft rubber tires, with an extra for the spare as well.



The interior tub is built from several pieces to make painting easier. These were painted with Guardsman Blue at the same time as the body. Because it's lacquer, the blue dries semiflat. The firewall and radiator support were also painted at this time.



The inline-six engine is a real jewel. The block, bell housing, and transmission are separate pieces, making it much easier to paint them their respective colors. I used a mix of Tamiya TS-44 and TS-23 to get the right shade of Ford Engine Blue.



To help bring out some of the molded details, and to give the engine a bit of "grime," I used AK Interactive's Naval wash.



Moving back to the interior, I added Bare-Metal foil around the trim pieces on each side panel. After detail-painting the armrests and window cranks, I made up a wash of flat blue and thinner to fill in the door-insert pattern. This dried dark enough to give it some contrast from the outer blue.



The completed interior pieces are ready for assembly. Make sure the seat is glued to the floor before the side pieces are connected. Otherwise, the seat will not clear the armrests, and will not be able to drop in. I made the mistake of building the "tub" first, and the seat wouldn't fit.





**15**  
After the pieces are painted and dry, the interior is ready to be installed into the cab. It can also be glued directly to the chassis, using a series of slots molded into the bottom of it. The body will then just drop over it into place.



**16**  
After clearing and polishing the body panels, it was time for foil. Luckily there is enough of an "edge" on the sides to guide the blade along, and it went fairly smoothly.



**17**  
The front windshield was an area where I had trouble. I tried to foil the body window opening, and realized that was incorrect; the foil goes on the front window. The window snaps into the opening from the inside, and is a tight fit requiring no gluing. Install the window, then do the foil border after it is installed into the body. Otherwise the foil can get ripped or bent trying to fit into place.



**18**  
The F O R D letters also need to be foiled. The clear was a bit too heavy along the letters, so it was extra-challenging to foil each letter. It would be easier to foil before paint, wipe off the letters with thinner, then clear over them after they have been exposed.







# Kitbash a **Pro Touring** 1969 Firebird Trans Am

“A challenge, but a lot of fun,” says the author • by **ROD MASKIW**

**I**N JANUARY 2014, my local model car club decided to have a “brown bag” theme for our December contest.

Each contestant must bring a kit from their stash, wrapped in brown butcher’s paper, and it then has a number assigned to it. We draw numbers from a hat, and whichever number you pick is what you have to build for the contest.

The rules are pretty wide open to build the kit, but it must be recognizable as the vehicle you started with.

There were a lot of newer released kits in the pile, but it was my luck to end up with a Johnny Lightning release of the AMT 1969 Firebird Trans Am.

It’s been about 15 years since I’ve got back into the hobby of building model cars, and I have to admit I’ve been spoiled with all the new kit releases that have come out in that time.

The new tooling of these kits provides much more detail than the old kits from the Sixties and Seventies – especially in the interiors and chassis.

When I got home and started examining the contents of the Firebird kit, I knew there would have to be some serious kitbashing and fabrication to make the car contest-ready.

I decided to have fun with the build, and make a modern pro touring version.

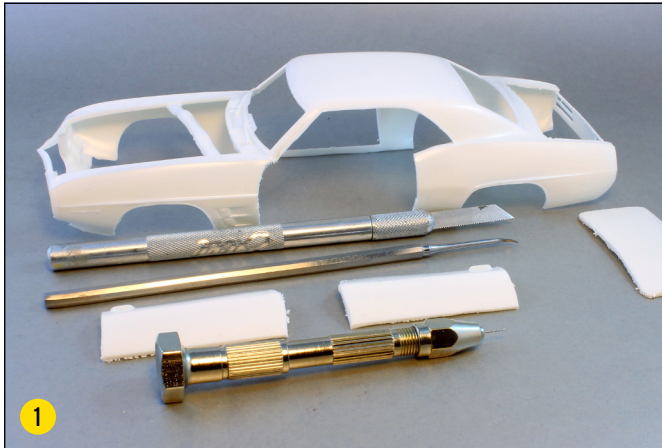
My plan was to use the chassis from a Revell 1969 Camaro, scratchbuild a modern-style interior, and find a suitable engine from another kit.

I also wanted to ensure the car would have a lot of “eyeballs” on the tables, so a bright color and large wheels would be in order.

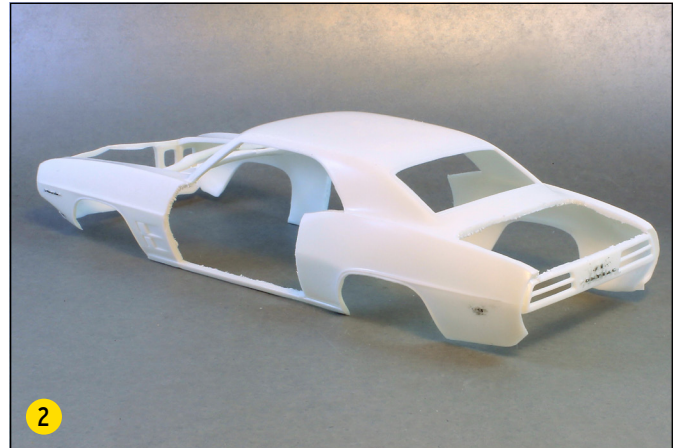
This build was a challenge, but it was a lot of fun – although I will be building a modern kit for my next project!

Follow along to see how I made my Pro Touring Firebird.

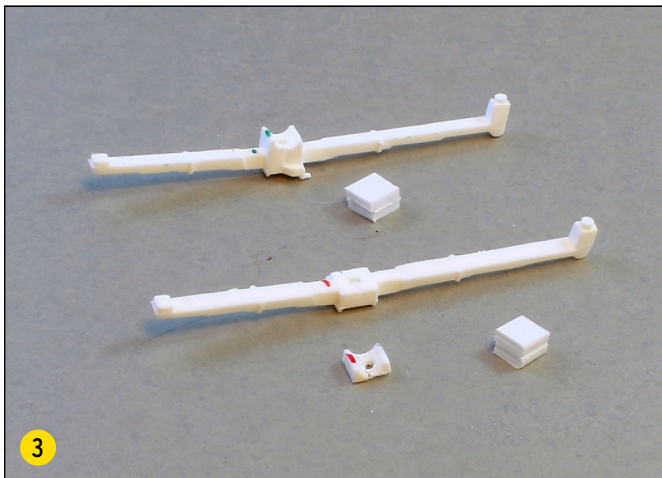




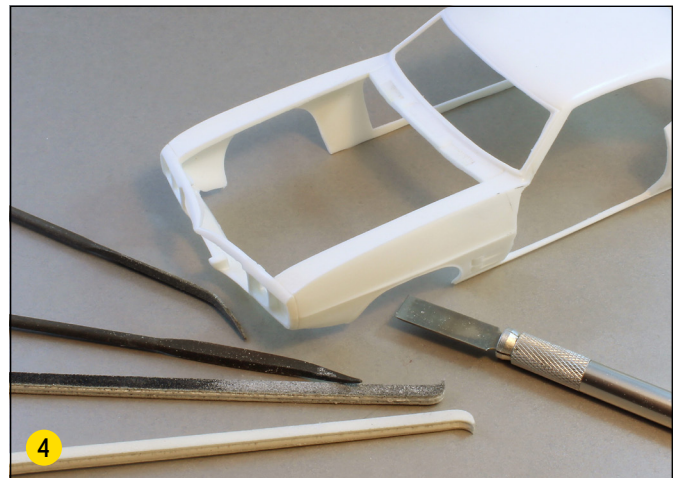
**1**  
The plan for the Firebird was to do a custom interior, so I decided to open the doors to show it off. I used a combination of a scribe to deepen the door grooves and a razor saw to cut through the straight areas. I drilled a series of small holes around the tight radius of the trunk corners to break the panel free.



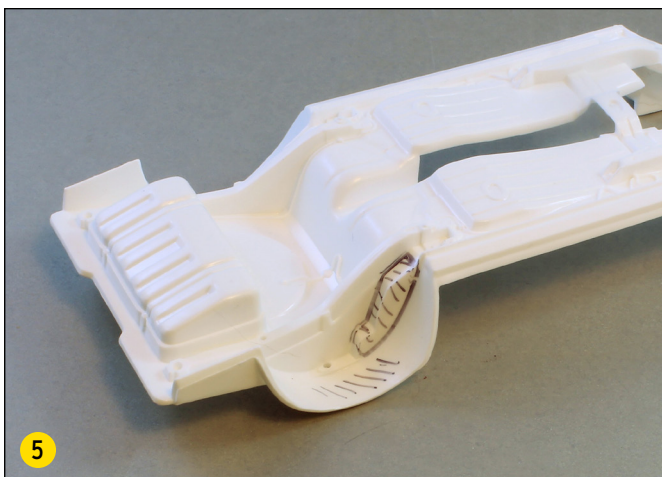
**2**  
The emblems and side marker lights were marked with a pencil to make them easier to see for removal. I wanted a smooth look for the car, so they had to go.



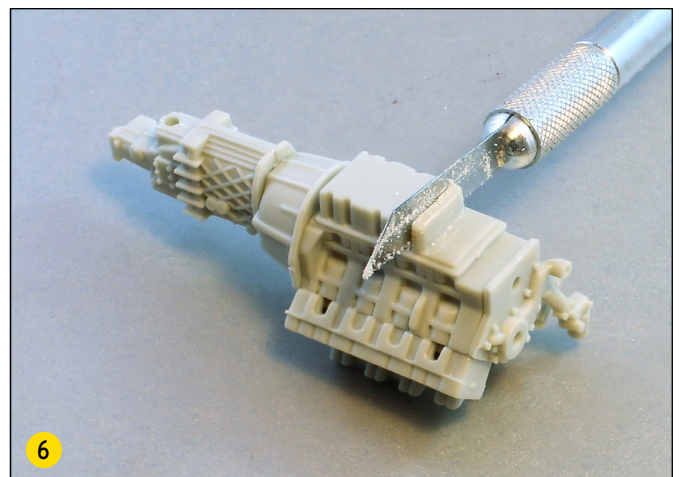
**3**  
Rear leaf springs from the Revell Camaro kit were cut apart to prepare them for lowering blocks. I marked each spring with different-colored markers so I wouldn't get the two sides mixed up.



**4**  
Riffer files, a chisel-tipped blade, and sanding sticks were used to remove the molded wipers from the Firebird body. This task was performed to prepare the body for separate wiper blades from a Revell 1969 Dodge Charger kit.

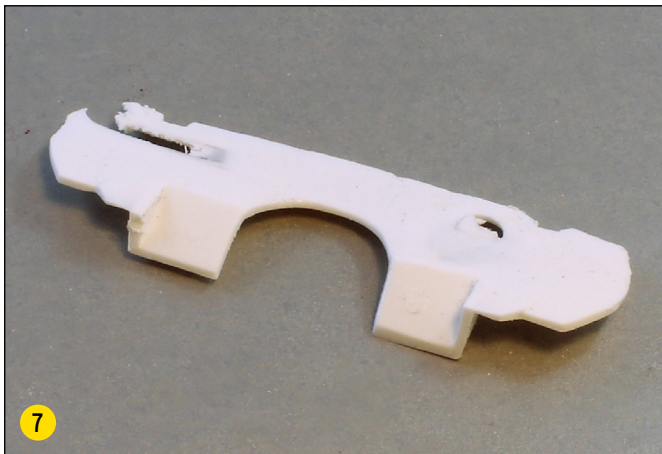


**5**  
The marked areas of the Camaro's rear wheel housings had to be removed to squeeze in the large rear tires I planned on using.

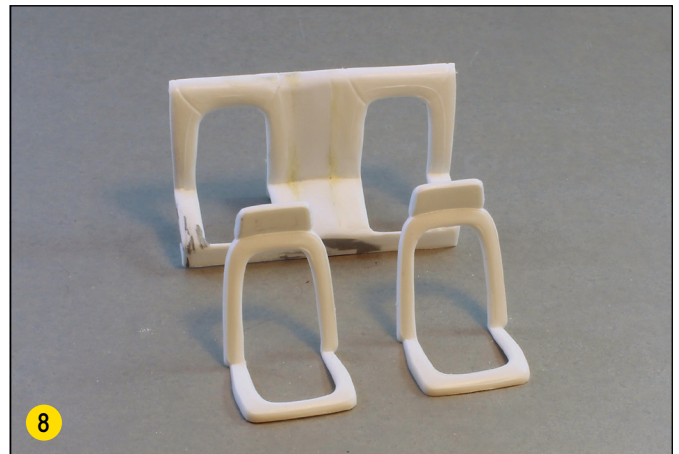


**6**  
After looking through my kit collection for a suitable engine, I decided to use the LT-1-style engine from the AMT Wagonrod kit. About 1/8 inch of material had to be removed from the oil pan to clear the chassis crossmember.





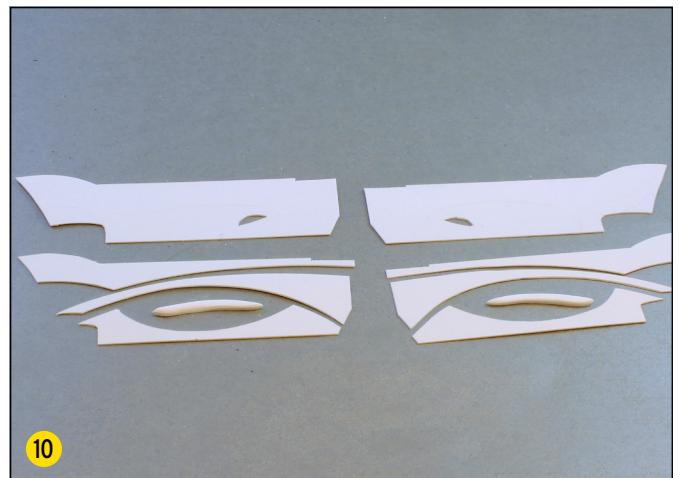
**7**  
The Camaro firewall had to be used to line up with the chassis and interior tub. I removed the heater motor and master cylinder so I could smooth it out for a custom appearance.



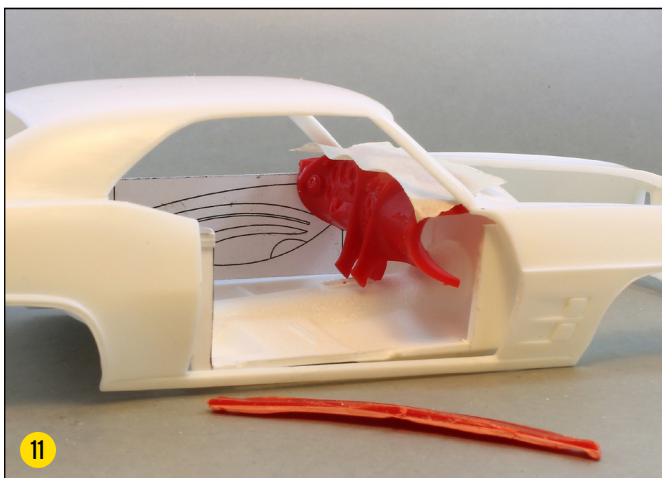
**8**  
The seats from the Camaro were also used, but I cut out the centers to make room for modern-style seat inserts. The rear seat was from a convertible, so I had to widen it to coupe dimensions.



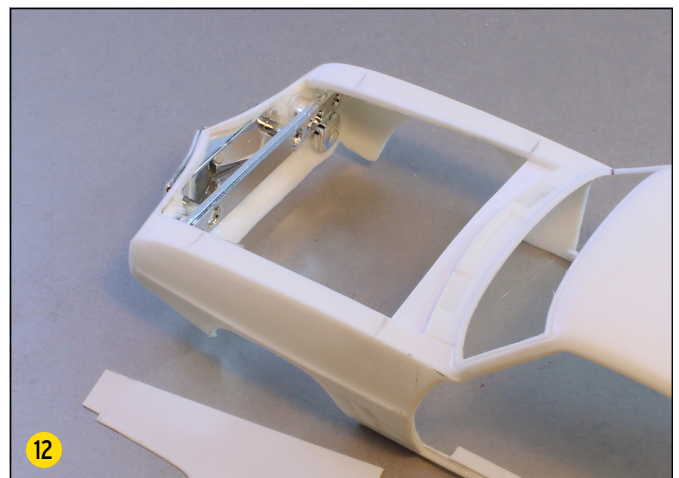
**9**  
After measuring the inner sides of the Camaro interior, I made a drawing of a modern sculpted door panel on my computer. I then printed the drawing and attached the paper to styrene sheet with a spray adhesive. This allowed me to trim the sheet more easily.



**10**  
Here are the custom door panels after initial trimming. I radiused the edges of the sculpted pieces. When they are placed together, the mating edges look like stitched seams.

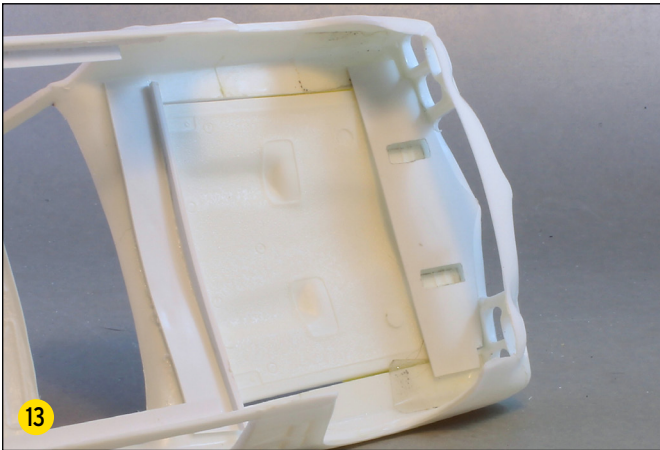


**11**  
To make the interior look even more custom, I decided to find a different dash. I used the dash from the Mach 3 concept Mustang from the early 1990s. After initial trimming and test-fitting, I was pleased with the look. A custom center console will need to be designed to fit with the dash.

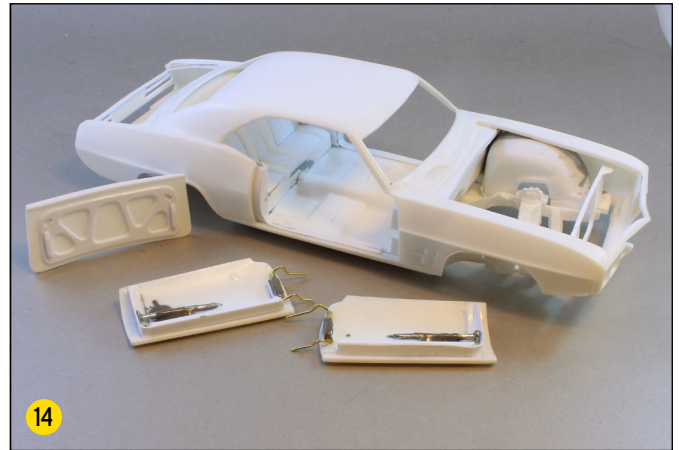


**12**  
To my surprise, the firewall of the Camaro sat way forward of the hood opening of the Firebird. No big deal, because the car was a custom. My solution was to make closing panels from styrene sheet fore and aft of the engine.

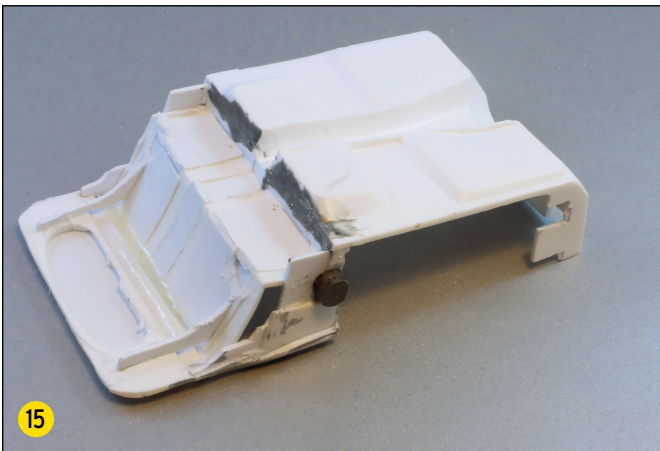




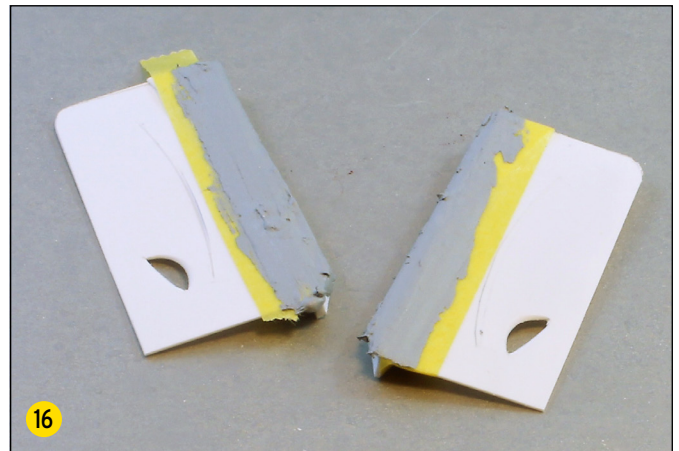
**13**  
I cut two rectangular holes in the front panel that will be used to provide hinge clearance for the reverse-opening hood I planned to use. I marked the hole location on the hood so I could glue the hinges in the right location.



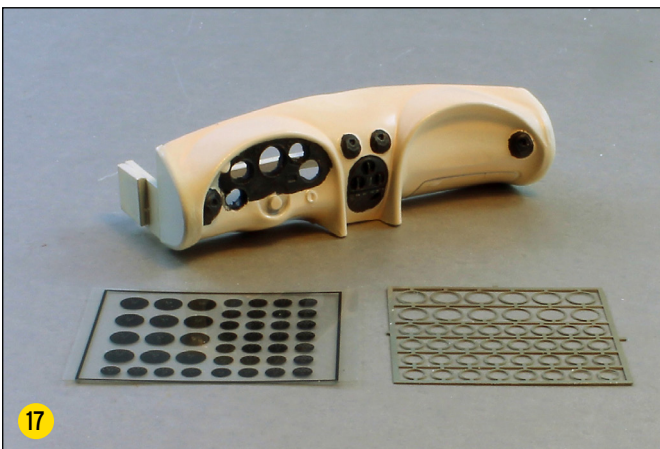
**14**  
Here is the body mocked up, with completed door jambs. The door panels have nails glued inside to attract to magnets in the door jambs. The trunk has prototypical inner bracing made from styrene sheet.



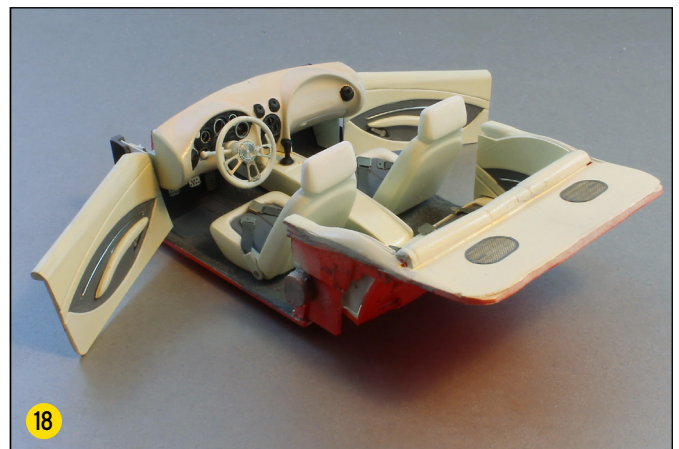
**15**  
After removing and then reinstalling the rear seat, the interior was fragile. I added some reinforcing gussets and a bead of JB Weld for strength. It looks like a mess, but none of this will show on the finished model.



**16**  
Rectangular styrene rod and putty was added to the interior door panels so the tops could be radiused and fit up with the outer door panels. I always use tape to keep excess putty off surrounding areas.

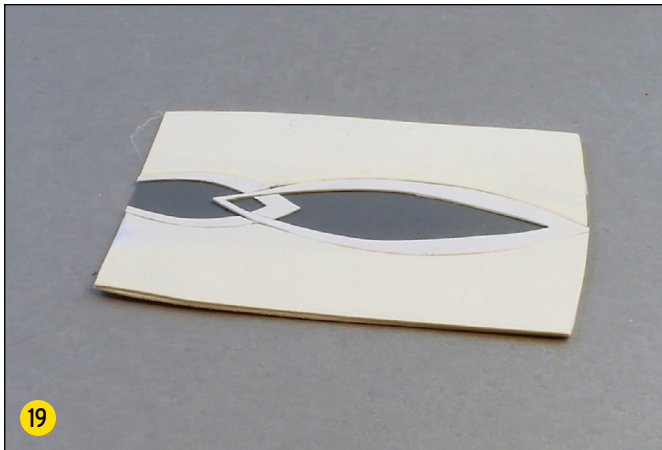


**17**  
The Mustang's dash was drilled out so I could use Detail Master gauges and bezels. The cream color gives the dash a contemporary look. I added styrene stock to the front and sides of the dash so it could be attached to the Camaro interior tub.



**18**  
The completed interior was treated to a cream and grey color palette. I added beading wire to the door panels for a little bling. Aftermarket steering wheel, seatbelt hardware, pedals and speaker grilles brought the interior to the 21st century.





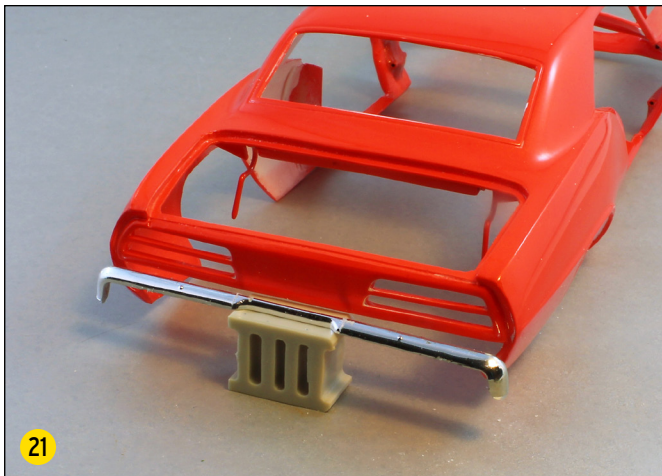
19

Just for fun, I decided to make a custom headliner to match the door panels. The headliner was made using the same trim and layer process as the door panels, and ties in with the overall design.



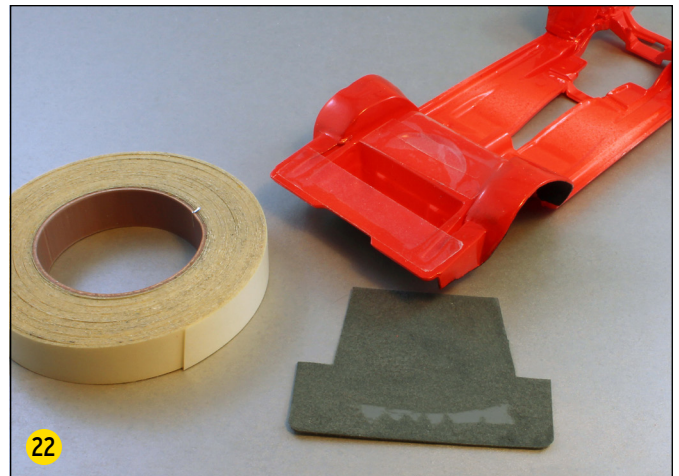
20

I was not happy with the look of the Firebird's chunky rear bumper. The Camaro's rear bumper is much more elegant, so I removed the bumper guards from it and spliced it together so it would fit the Firebird.



21

Here is the modified bumper, being checked for width. I used House of Kolor Ultra Orange Pearl for paint. Like I said in the intro, I wanted something really bright - and this fits the bill!



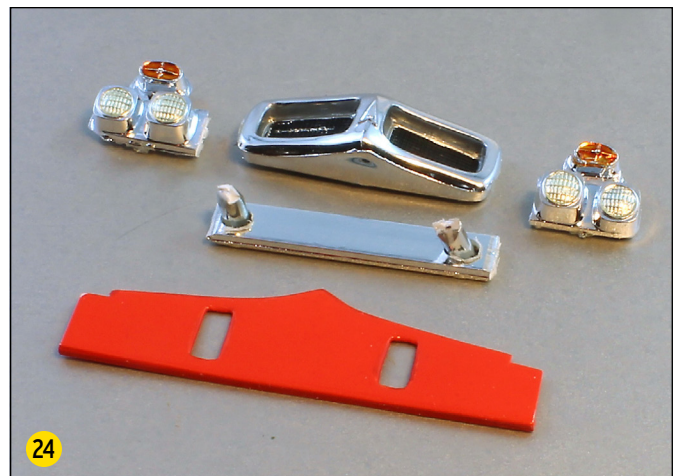
22

The trunk floor is made from sheet styrene, painted gray and flocked to look like carpeting. I like to use thin double-stick tape to attach floor panels.



23

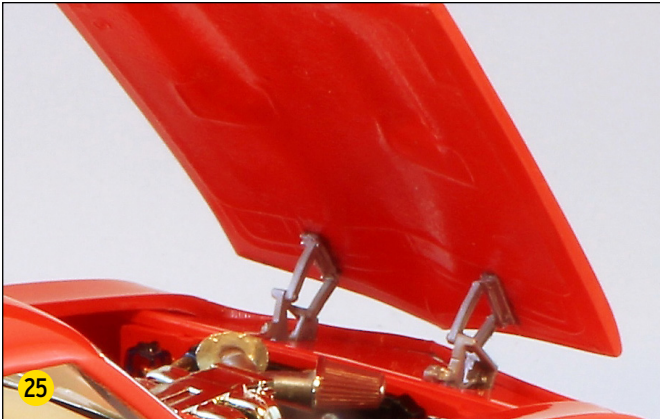
The amplifier and speakers are from the Revell Cadillac Escalade kit, and were modified to fit the trunk.



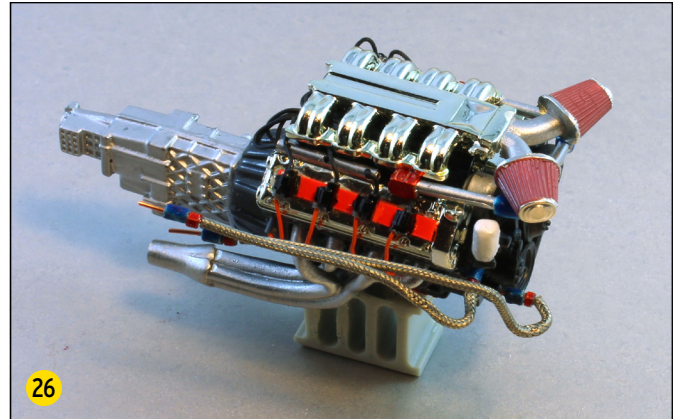
24

The center section of the headlights had to be removed for hinge clearance. I flowed white glue over the chrome headlights to represent clear lenses.

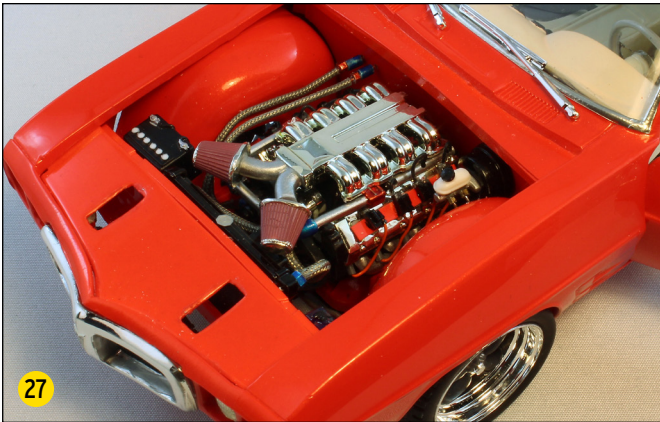




**25** Hood hinges from the AMT 1962 Pontiac Catalina were modified for the Firebird. Slots in the hinges slide over the rear of the panel holes to capture the hood in the open position for display. The hinges can drop into the panel holes to display the model with the hood closed.



**26** The Wagonrod engine was modified to add twin air filters and coil packs. Braided heater hoses, with fittings made from styrene hex and round rod, add a little more detail.



**27** The Wagonrod engine fit the Firebird like a glove! The painted and polished panels look good with the chrome intake. A modern master cylinder and parts-box wiper blades are improvements from the kit components.



**28** The updated door panels, seats, and center console fit the car well, and are a nice contrast to the bright orange exterior.



The large Pegasus wheels and tires really fill the wheel wells. The chrome wheels were toned down by painting the spokes gunmetal. Sport mirrors, a Z/28 rear spoiler, and separate door handles complete the exterior updates.



# NNL North

Bloomington, Minnesota • May 17, 2015



"A labor of love. I love 1950s lead sleds, customs, and concept cars," says John Wilson, who built this Moebius 1956 Chrysler 300. It is sectioned three scale inches and has Tamiya paint.



"I wanted to pay tribute to Lee Petty," says Bob Halliday, so he built this 1955 Chrysler stock car from a Moebius kit. It has many scratchbuilt or modified parts, and the finish is Testor's.



Kirby Hughes' AMT 1929 Ford has a 213 four-cylinder Hemi engine, scratchbuilt headers and intake, independent front suspension, and 1937 Ford truck wheels.



"I like building odd factory cars," says Frank LuQue, who built this 1967 Camaro from a Revell kit. It has a resin grille, MPC 1968 Camaro hood, a 1967 Corvette engine, and 1932 Ford wheels and tires.



"First Dodge to win a NASCAR Cup championship in more than 30 years!" says Mike Dowd about Brad Keselowski's Charger. The 2012 winner has a Mike's Scale Speed shop resin body and a Revell chassis.



"Type of car I probably raced [against] at one time," says Dave Cech about this 1970 Plymouth Barracuda, built from a Revell kit. It's finished with Testor's color and Omni clear.





"I just love hot-rodded Falcons!" says Dennis Ezmerlian about why he built this 1964 from a Trumpeter kit. It has many scratchbuilt parts, and a 5.0L Mustang Coyote engine. "Love to have this in 1:1," he says.



"Just a big fan of open-wheel racing!" says Scott Sevenbergen about building this Tamiya Ferrari F-1 2000. It has Scale Motorsport carbon-fiber decals, and the paint is Tamiya.



"I used aftermarket wheels and sanded down some details," says Steve Hansen, but otherwise his AMT 1957 Chevy is box-stock. It took two months to build and has a Tamiya spray-can finish.



"I wanted a decent 1955 Chevy," says Scott Harvieux about why he built this version from a Monogram kit. It's "just box-stock," he says, and the finish is airbrushed Testor's Model Master paint.



"I'm a Richard Petty fan, and I loved the [AMT] kit's box art," says Larry Reasland. He added plug wires, a fuel filler and vent, and used Bare-Metal foil over Tamiya paint.





"I built this to go with my Little Red Wagon," says Larry Miller about this Little Red Hooker wrecker. It combines Lindberg and AMT parts, and the paint is Testor's.



"Just a big drag-racing fan," says Dean Kuitunen, who built this Don Garlits Swamp Rat XXX from a Revell kit. It's box-stock, with plug wires added, and is finished with Tamiya color and Testor's Metalizers.



"I just had to build it; had it in my collection for many years," says Randy Mette about this AMT 1957 Ford Thunderbird. He modified the hood latch, added plug wires, and used Testor's paint.



"Always been a Buddy Baker fan," says Kevin Pelletier, who built this 1/16 scale 1973 Charger from an MPC kit. It's wired and plumbed and has Bare-Metal foil trim over Tamiya paint.

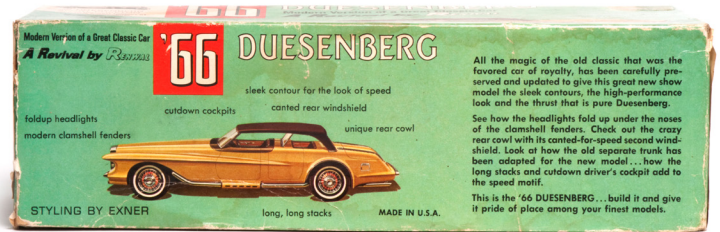


"Cool scooter. Wish I had one," says Paul Johnston about Honda's Motocompo. He built this model box-stock in three weeks from a 1/12 scale Aoshima kit. The finish is Tamiya color and Testor's clear.



"This is my first rat rod," says Don Stadick about this AMT 1937 Chevy. The frame is scratchbuilt, and many pieces were from his parts box. It has a resin blower and Rust-Oleum and Tamiya paint.





## Renwal 1966 Duesenberg

IN ONE OF the most unprecedented events in the history of model car building, Renwal Products Incorporated of Mineola, New York, chose to develop what became seven "Revivals by Renwal."

Each model brought to (miniature) life a series of new automotive designs by former Chrysler Design Vice President Virgil Exner and his son, Virgil Jr. Mr. Exner set about defining what Classic Era nameplates would look like had they continued production through the 1966 model year.

The first designs were based on modernized interpretations of the Packard, Mercer, Stutz, and Duesenberg. Similar interpretations followed, based on the Bugatti, Jordan Playboy, and Pierce Arrow nameplates. Renwal reproduced the first four designs in 1966; the other three, a year later.

All kits in the series employed a similar approach:

Each kit was molded in multiple

colors, providing the builder with a two-tone exterior appearance without the necessity of painting, and they included a sprue of vacuum-plated parts.

The bodies were of one-piece design (where applicable).

Most surprisingly, these were not curbside kits. For instance, the Duesenberg kit included a modern V-12 engine with a Latham Supercharger, totaling 18 separate pieces.

The passenger compartment assembled platform-style with individual floor, seat, and side-panel pieces – much like the best newly-tooled kits of today – rather than the tub-style interiors of most 1960s kits.

The chassis was a single piece, as found in many 1960s annual kits.

The Duesenberg design, like the others in the series, relied heavily upon Classic-Era design cues. In this case, that meant an open-top phaeton with a second windshield for the rear passenger compartment, and an upright front

### Renwal 1966 Duesenberg

**Kit No. 103:198**

**Introduced:** 1966

**Reissued:** Never

**Present value:** \$135

grille surrounded by recessed areas in front and behind the front wheel wells (a further development of Exner's production design for the 1:1 1961-1963 Chrysler Imperial).

The Duesenberg design inspired a small run of somewhat similar 1:1 scale ultra-luxury cars, and the Mercer was duplicated in full size as a display vehicle for the Copper Marketing Association, an industry trade group.

The "Revivals by Renwal" kits were not popular, and have never been reissued. This makes them hard to find today – particularly, the last three kits in the series.



# PORTFOLIO: Chris Smock



## "I'm just an old gearhead," says this West Virginia modeler

**I'm 63 years old**, and I live in Charleston, West Virginia.

I've been building models since the early 1960s. I can remember building a model in the back seat of my Dad's car going to Florida on vacation.

For the last 35 years, most of the models I build are some type of oval-track race cars - NASCAR 1960s, 1970s, and early 1980s - and any year and type of short-track car, asphalt and dirt.

I really enjoy taking a car that you normally don't see built as a race car and turning it into a short-track car.



I guess the strangest model I have built like this was my Batmobile Modified.

Not sure if I have a certain style to my building, because I just start cutting and trimming until I get the look I want.

I have been attending model shows off and on for 25 years or more, and have met a bunch of people that I'm glad to call friends. I hope I can continue to add to that list. - *Chris Smock*



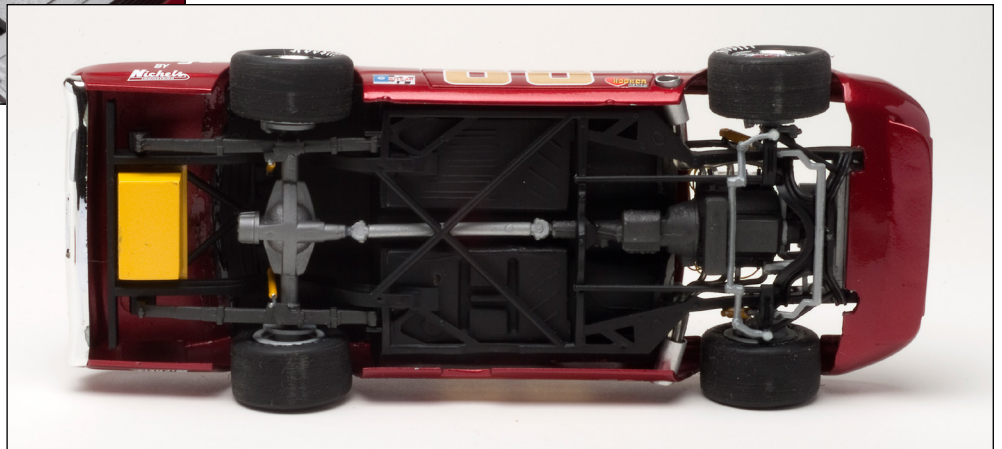


## > #88 DODGE DART

I wanted to build a model like this after seeing a photo of a 1:1 car that ran NASCAR on the speedways in the Late Model Sportsman Busch Series.

Starting with the AMT Dodge Dart Sportsman Millennium kit, I trimmed a Jo-Han Superbird nose to fit the Dart. I used most of the stock kit for the chassis, roll cage, engine, and tires. I added aftermarket wheels, seat, air cleaner, and plug wires. I made the headers from solder.

The paint is Dupli-Color Blaze Red Crystal, with miscellaneous decals from several sheets.



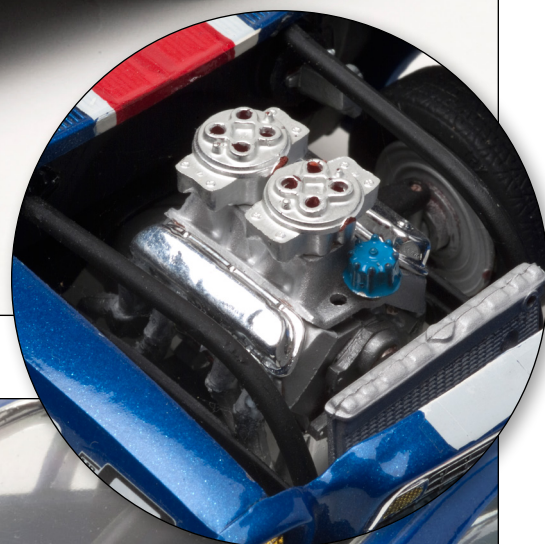
## > #17 PINTO MODIFIED

When I see a 1:1 race car that just reaches out and grabs my attention, I like to build it if I can. That's what lead me to this build.

Starting with the Model King Pinto Reissue kit, I shortened the chassis and used resin valve covers and aftermarket wheels and tires I added aluminum tubing to the headers. Paint is Dupli-Color black. I have had the decals for so long, I have no idea who made them.







### > GAPP/ROUSH MUSTANG II

Again, this build goes back to me liking to build the odd or different car.

I saw photos of the Pinto and Maverick, but never the Mustang II, so when I saw the decals from Bad Habit, I had to build this one.

Started with a Firefighter Mustang II kit, and built it pretty much box-stock, but with different tires and wheels. The paint is Testor's Star Spangled Blue.







### > #12 DODGE CHARGER

I enjoy building odd or different early NASCAR racers that that you do not normally see.

During the 1971 NASCAR season, Bobby Allison drove for at least three different teams: Holman/Moody, his own team, and this car. He maintained this car for Marty Robbins in his shop in Hueytown, Alabama, and used it four times that season.

It has an old MPC body. The chassis is a Polar Lights Dodge with a PPP roll cage and wheels and tires, and the paint is MCW Lavender and Tamiya yellow. Decals are from Yesterday's Company.



### > #78 FORD FAIRMONT

After seeing photos of the 1:1 car, I wanted to build a model of it if I could find a Fairmont body. After I saw Futuratrax Pro Stock body, I knew I could do it.

I opened the wheel wells and made a correct hood. I used a Super Stocker Pontiac for the chassis and aftermarket wheels and tires. I added front and rear spoilers and aluminum headlight and tail-light covers. Paint is Tamiya Purple and Dupli-Color White, with custom-made decals from G-Man.





## Revell 1929 Ford Model A Roadster 2'n1

■ THIS KIT is all hot rod.

The 149-piece kit can be built as a Highboy hot rod roadster or with the body channeled over the frame.

The parts trees are bagged, and the 16-page instruction booklet is informative and easy to follow. Thumbs up to Revell for including a list of the part names.

I found no sink marks – the body was flawless – and parts cleanup is minimal. I chose to build the body-on-frame Highboy, finished in Wimbledon White with red trim.

This kit includes a myriad of optional parts. There are choices for the induction system, headlights, taillights, steering wheel, and wheel treatments. Each version has its own frame and interior, floor pan, exhaust, radiator, radius rods, radiator hoses, steering link, steering column, and firewall.

The 14-piece basic engine builds into what is arguably the nicest Buick Nailhead in 1/25 scale. You then have the option of fuel injection with eight chrome stacks, or six separate chrome

carburetors with separate acorn-type chrome air cleaners. The delicate fuel lines that attach to the injectors add to the realism, along with upper and lower radiator hoses.

The chromed headers lead to a full underbody exhaust system that nicely routes through the frame and suspension.

That suspension is anchored with chrome front and rear radius rods, with chrome coil-over shocks at the rear. The dropped front axle is also chrome.

The front suspension takes patience to assemble, but builds into a convincing setup. The wheels are attached with small metal pins. You have the choice of a plain steel wheel, chrome trim rings, and/or a set of detailed 1946 Ford hubcaps wrapped in big-n-little no-name blackwalls.

Apply the whitewall decals after the wheels/tires are assembled. I did manage to apply them successfully with the use of decal solution and a small hair dryer.

The interior is basic hot rod: one-piece seat, two-piece dash, and interior



### 1929 Model A Roadster 2'n1

Revell No. 85-4322

**Model Type:** Injection-molded styrene

**Molded Colors:** White, black, clear

**Scale:** 1/25

**MSRP:** \$26.95

**Pros:** Precise parts fit; many optional parts

**Cons:** Decals for whitewalls are tricky to install

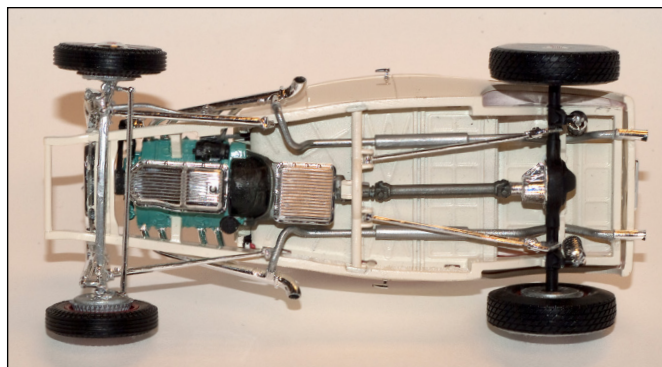
side panels that glue to the inner body and then attach into notches in the floor pan. Make sure that the bottom of the tabs on the side panels match the floor pan; they are visible from the bottom.

This kit has many traditional old hot rod parts. The “banjo” steering wheel and finned Buick brake drums are cool period pieces, and you have a choice of 1939 Ford or 1948 Chevy taillights. A fuel cell and battery box are hidden behind the seat, and there is an electric fan molded to the radiator.

If I could change one thing, I would have made the radiator shell and grille separate pieces. Painting the radiator insert would have been easier.

That said, this kit just about falls together, and is a great new image of a familiar car that will raise the bar for vintage hot rod kits to come.

– Rick Hanmore







### 1965 Plymouth Satellite

Moebius Models No. 1215

**Model Type:** Injection-molded styrene

**Molded Colors:** White, black, clear

**Scale:** 1/25

**MSRP:** \$32.49

**Pros:** Good parts fit overall

**Cons:** Some inconvenient attachment points for chrome parts; sink marks on vent windows; slight warp in hood

## Moebius 1965 Plymouth Satellite

■ **LOOK OUT**, everyone: this Satellite's going Commando!

Commando 426, that is. That's what is in the engine bay of Moebius Models' new 1965 Plymouth Satellite kit.

There are 112 pieces to this Satellite, plus four vinyl tires that have whitewalls impressed on their otherwise-plain sides.

A highlight of the 25-part engine is its two-piece four-barrel carburetor, but to get the air cleaner mounted, I flipped the mounting of the carburetor. This is a simple engine with only an alternator, which mounts directly to the engine block, so there are no brackets.

The front suspension mounts to a separate subframe. The upper K member includes the torsion springs. On my kit, one of the springs was broken on the sprue.

The lower suspension parts, including the control arms, lower links, and tie rods and steering gear, are molded to the lower half of the K member. Uprights and shocks are separate parts.

The firewall, inner fenders, and radiator core support build up around the engine as the foundation of a detailed engine bay. Most of the wiring

harness and vacuum lines are molded onto these parts.

Separate details include the steering column, radiator, horns, battery, windshield-washer bottle, and brake master cylinder.

The connection between the steering column and firewall seemed fragile, so I installed the column after I attached the firewall.

The rear suspension is three pieces: a rear axle molded with leaf springs and driveshaft as one unit, and two shock absorbers. All four wheels get drum brakes, and the wheels are held on with snap-on bosses that nest into the back of the stock wheels.

The wheels are single chrome-plated pieces. Detail-painting to get the recessed areas colored black was a bit tedious, but improved the appearance of the shiny wheels. Plastic rings are glued into the backs of the wheels to secure the wheels to the bosses on the suspension parts.

The interior is molded platform-style, with a well-detailed dash that includes a large decal for the instrument cluster, and a console that gets a chrome-plated

trim plate that carries the floor shifter.

The body shell is cleanly molded in one piece, with separate hood and front and rear fascia panels. Mold parting seams mostly follow the lines of the window openings, so there was little cleanup. The front and rear panels fit well, but the hood was warped slightly.

Most of the chrome tree is made up of body detail parts. The hood ornament and antenna base are also plated in chrome. I do wish a little more attention had been paid to attachment points on the chrome.

Windows were clear and not too thick, although one of the side vent windows had two sink marks. The windshield and backlight install from outside, and fit well.

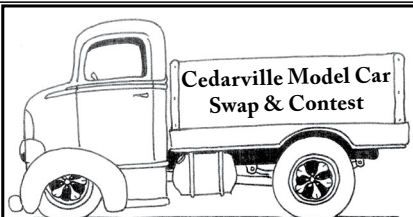
Overall parts fit was good. No special attention was needed to get the wheels to sit squarely on the ground, and I enjoyed building the model.

— Eric White

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### Nissan Skyline GT-R R32

Tamiya No. 24341

**Model Type:** Injection-molded styrene

**Molded Colors:** Metallic gray, white, clear, black

**Scale:** 1/24

**MSRP:** \$38.00

**Pros:** Custom parts; chassis detail; body proportions; brake detail

**Cons:** Fit of new parts in front of rear wheels

## Tamiya Nissan Skyline GT-R R32

■ TAMIYA HAS released a modified reissue of its earlier R32 kit, now with all of the custom parts to make the NISMO version: bigger NISMO five-spoke wheels, bigger brakes, front strut brace, new intake piping, steering wheel, and a few body pieces.

Chassis and engine parts are molded metallic gray, and the rest in white. All are separately bagged and flash-free. Also new are self-adhesive emblems and mirror faces.

The chassis has great molded-in detail, and thankfully all suspension and extraneous parts are separate, so no tedious masking is necessary: just paint it body color.

Follow the instructions carefully when assembling the engine and front suspension. I didn't, and found myself pulling things back apart to get the engine installed.

The engine consists of 11 parts, starting with the typical left/right halves. Detail is good, as is the fit. The kit has stock and NISMO intake piping for the turbos; be sure to pick the correct one.

The front half-shafts, differential, and oil pan are molded as one piece, so some careful detail-painting will be required.

The new Brembo brake discs have excellent detail, and the decals for the

calipers will be nice and visible behind the big NISMO wheels.

Tires have excellent tread detail and some sidewall markings, and the front wheels are poseable.

Seven pieces make up the rear suspension, but it looks much more complicated when complete. Tamiya did a great job of engineering the parts for maximum detail and ease of assembly.

I installed the rear shocks after the suspension was attached to the chassis. It was a little tricky fitting them into place, but not too bad.

The new exhaust has a satin chrome finish and separate tip for the muffler. Fit is good, lining up nearly perfectly to the turbos. Just add the front splash shield and transmission cross-member, and the chassis is done.

The interior is a tub type, so sidewall detail is pretty much nonexistent. There were a couple of ejector-pin marks on the rear shelf, but they cleaned up easily.

The dash is right-hand-drive only, but you get a choice of decals for white- or black-faced gauges and instrument cluster. Fit of the dash to the interior tub is good, but there aren't any real positive location tabs or pins.

It appeared that the interior didn't allow the chassis to fit all the way up

into the body. I cut the rear mounting bosses for the interior off the chassis, and it seemed to allow the interior to drop enough to correct the problem.

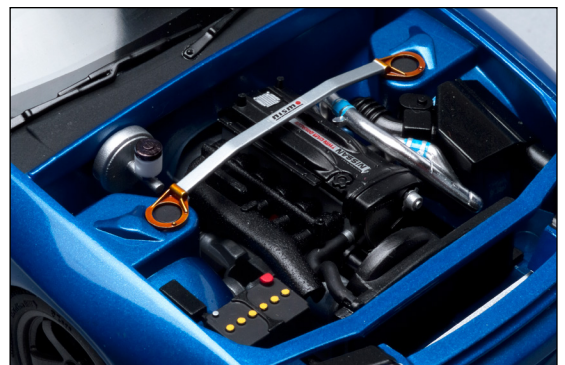
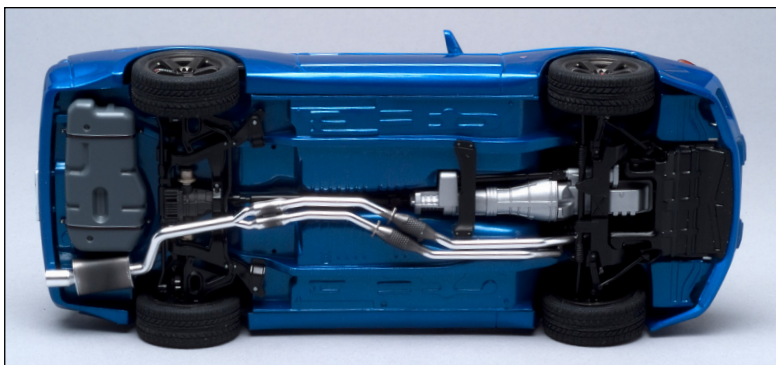
Tamiya looks to have captured the lines and proportions of the R32 body perfectly. Molding is crisp, with minimal cleanup of a couple of mold lines. Be sure to scrape the Nissan and R32 badging off of the rear of the trunk lid; they will be replaced by metal transfers.

I didn't like the fit of the new parts that go in front of the rear wheels, so I left them off. Fit of the extra intakes in the front bumper was good, and cutting out the slot for them wasn't as hard as I anticipated.

The headlight buckets are molded into the body; they must be carefully painted or foiled. Separate chrome-plated parts would be so much easier.

The rest of the parts fit without issue, and the chassis slips up into the body without too much finagling.

This is a welcome addition to my collection. The additional custom parts do set it apart. — Mike Klessig





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## Revell Germany BMW i8

■ THIS KIT has more than 130 parts, molded in disappointing black, chrome, and clear plastic. The Cartograf decal sheet is exceptional.

Although Revell Germany provides a decent representation of the three-cylinder power plant, it will not be seen when the model is finished. The engine and suspension go together well, and are adequately detailed.

The front electric power unit and the front suspension parts fit well. The front steering is functional. When both units were completed, the tires and wheels were detail-painted and installed.

The tires are too skinny, and the wheels are a big disappointment. Their style is correct to the 1:1 car, but they

are too small; too much sidewall shows.

I chose to go with the slightly off-white or beige-colored seats and accents, using Gravity Colors Mercedes Benz Ivory White. The rest of the interior was painted Vallejo Panzer Gray.

Decals are provided for several panel details in the interior on the center console and dash to step up the realism. There is also a full headliner assembly that is glued inside the roof.

The body is molded without the doors. They are separate, so the builder can glue them open or closed, but they are not functional. I glued them closed.

The front fascia is molded separately, along with the rear tail panel and rear engine lid.

I primed the black body and components with Gravity Colors gray primer, then I used their BMW Protonic Blue and black basecoat, followed by two-part urethane clear.

I had to do a lot of sanding and adjusting to the rear body wings in order for the body to fit flush, and I still had a



### BMW i8

Revell Germany No. 07008

**Model Type:** Injection-molded styrene

**Molded Colors:** Black, clear

**Scale:** 1/24

**MSRP:** \$39.95

**Pros:** Spot-on body proportions

**Cons:** Wheels too small and tires too skinny, giving a toylike appearance

little problem with them after finishing.

The front and rear fascias fit pretty well, but the front unit broke free when I assembled the chassis to the body. If I had known better, I would have glued it on after the chassis was installed.

The decal sheet only gives the builder the light blue accents for the doors and rear fascia. The blue accents are not available on the Protonic Blue paint scheme, so I had to carefully brush-paint them to represent the Frost Gray ones on the 1:1 car.

Final assembly was straightforward, although I also glued the rear hatch shut by just installing the glass. The front windshield fit pretty tightly, so it was taped in place until the glue dried.

The mirrors on the doors fit poorly, and needed some trimming.

Because of a few finicky fit issues, I have to recommend the kit to intermediate or experienced builders.

— Dave Thibodeau

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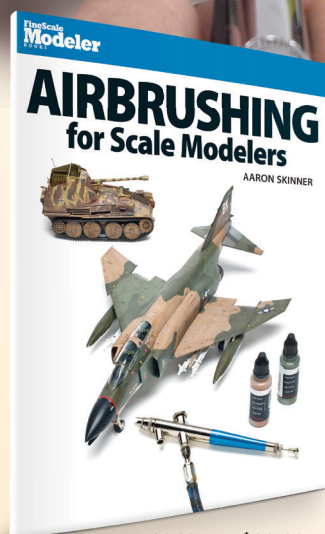
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(samples, complimentary, and other free)		
1. Outside-county:	0	0
2. In-county:	0	0
3. Other classes mailed through USPS:	33	32
4. Free distribution outside the mail (carriers or other means):	0	0
E. Total free distribution (sum of 15d (1), (2), (3) and (4)):	33	32
F. Total distribution (sum of 15c and 15f):	19,777	19,190
G. Copies not distributed:	14,018	13,584
H. Total (Sum of 15f and g):	33,795	32,774
I. Percent paid and/or requested circulation (15c divided by 15f times 100):	99.83%	99.83%
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# Riviera Legend

1/12  
SCALE

Tyrrell experienced a meteoric rise in Formula One after their 1968 debut, with Jackie Stewart piloting their Matra chassis Ford car to a Drivers' Championship the very next season. They would soon make the move to an in-house chassis design, however: the Tyrrell 001, paired with the DFV engine, hit the track from round 11 of the 1970 season, the Canadian Grand Prix. Tyrrell updated the chassis for 1971, giving Stewart the Tyrrell 003 and François Cevert the 002; while the cars' design had a distinctive integrated flat front wing and nose with the radiator tucked underneath, it was relatively standard Formula One fare. Its performance was anything but, Stewart's pole-to-flag Monaco triumph setting the tone for a season in which he had 6 wins in the 11 Grands Prix, becoming world champion and reaching the pinnacle of his sport for the second time. Don't miss this chance to get your hands on Stewart's legendary Monaco machine in astounding 1/12 scale detail!



**Tyrrell**  
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## TYRRELL 003 1971 MONACO GP

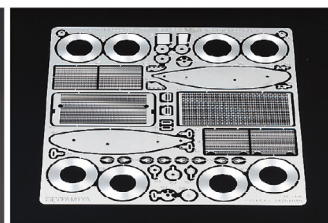
★Length: 345mm Width: 170mm ★This 1/12 scale model expertly captures the 1971 Monaco GP Tyrrell 003's form with flat nose and rounded body sides. ★Steering wheel moves front wheels. ★Upper body part can be removed from the model after assembly. ★Movable suspension incorporates coil springs. ★Exquisite rendering of DFV engine recreates pipes and wiring. ★Metal parts are used to capture the triple mirror stalks on either side of the cockpit.



Photo-etched seatbelt buckles give super detail.



Rear wing utilizes photo-etched end plates.



A wide selection also includes brake discs and radiator parts.



1/12 Big Scale Racing Car Series  
**Tyrrell 003 1971 Monaco GP**  
(Item 12054)

★Images show assembled and painted model kits. ★Model may differ from images shown.

**cartograf**

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